THE EVENING TELEGRAPH.

PHILADELPHIA, WEDNESDAY, JULY 20, 1864.

THIRD EDITION.

THE VICTORY IN MISSISSIPPI.

TOTAL DEFEAT OF GEN. LEE.

REBEL LOSS 2500 MEN.

HOW GEN. SMITH OPERATES.

MOWER AND GRIERSON ON HAND.

A THREE DAYS' FIGHT

UNION LOSS VERY SMALL.

FORREST WOUNDED, AND HIS TRAPPINGS TAKEN.

Etc., Etc., Etc., Etc., Etc.

MEMPHIS, July 19.—I am indebted to one of General Washburne's staff for the following:—

On the 5th instant General Washburne sent out a force of infantry, cavalry, and artillery from La Grange, under Major-General A. J. Smith and Brigadier-Generals Mower and Grierson, with instructions to move in pursuit of General Forrest, and bring him to bay, fight, and whip him. He was ordered to pursue him to Columbus, Miss., if he did not overtake him this side. A despatch from General Smith to General Washburne received to-day, says:—

"We have met Lee, Forrest, and Walker, at Tupelo, and whipped them badly on three different days. Our loss is small compared with that of the Rebels. I bring back everything in good order, and nothing was lost."

A scout since arrived at La Grange, reports the enemy's loss twenty-five hundred, and that their defeat was overwhelming. It is also stated that the Rebel General Faulkner and Colonel Forrest were wounded. General Forrest was wounded in the foot, and his horse equipments captured.

From other sources I learn that Smith met Forrest near Pontotoc on Wednesday, the 13th, and fought him on that day, and also on Thursday and Friday, driving him below Tupelo, whipping him badly in five different battles.

Our loss is said to be less than 300, while that of the enemy was 2000.

Colonel Wilkins, of the 9th Minnesota, who commanded a brigade, was killed.

The weather here continues very warm.

The steamer *Memphian* leaves for White river to-night, laden to the guards.

The steamer *Pauline Carroll* is reported hard aground below.

The steamer *Belle of Memphis* takes 106 bales of cotton for St. Louis.

Good middling cotton is quoted at 196.

Rebel Reports.

Lieutenant-General S. D. Lee, commanding the Rebel forces on the Mississippi in the vicinity of Vicksburg, has been boasting in his official despatches of late, of having driven the Union forces under General A. J. Smith out of Jackson, Mississippi, and compelled them to retreat towards Vicksburg, &c., &c.

The Government having no positive information of any disaster happening to General Smith, we looked upon Lee's despatches as Rebel bluster.

There is little doubt now, that we shall soon hear, by some arrival up the Mississippi, of a decisive battle and Union victory over Lee. We base this opinion upon information received by the Government to the following effect:—

The Richmond papers of Saturday, the 16th instant, received at General Grant's headquarters before Petersburg, contain a despatch from the Rebel Lieutenant-General S. D. Lee, dated Okolona, July 14th, 1864, announcing that he had a fight at a place near Tullalula, on the evening of the 15th, and found the enemy (General Smith) strongly entrenched. General Lee then adds:—

"This morning I attacked the enemy at Tullalula, and after a hard-fought battle, lasting three hours, I found it impossible to drive him from his position. *It was a drawn battle!*"

The Government has no information relating to the battle of Tullalula; but one thing is pretty certain, that any conflict acknowledged by the Rebels to be "a drawn battle" will turn out to be a Union victory.

General Lee makes no mention of his losses, but preserves the usual Rebel reticence on that subject.

The Invaders Going to Reinforce Johnston—Sherman Prepared for Them.

Some of our high military authorities believe that the late invading force of Rebels have started to reinforce Johnston at Atlanta. General Sherman was notified of the fact, and in about thirty minutes he telegraphed an answer back, saying, "Let them come on. I am ready for them!"

If these plunder-gorged traitors attempt to pounce upon Sherman they will meet a different reception from that in Maryland last week.

GUERILLAS IN MISSOURI AND KANSAS.

OPERATIONS ON THE FRONTIER.

Troops Scouring Country for Rebels.

Etc., Etc., Etc., Etc., Etc., Etc., Etc.

ST. JOSEPH, Mo., July 19.—It appears that Colonel Ford left two bands of guerillas, numbering nearly two hundred, in his rear, who are committing all manner of depredations in the southern part of this county.

A large scouting party was sent from here this morning, but has not been heard from.

Every train from Weston brings a large number of refugees from Platte, Clay, and Ray counties. Many of them stop here, while others go eastward.

Guerney & Co., of this city, have just received sixty five pounds of gold dust from Virginia City.

FROM BALTIMORE TO-DAY.

The Militia—Gen. Sigel—The Crops, &c.

Special Despatch to The Evening Telegraph.

BALTIMORE, July 20.—Governor Bradford has ordered a thorough enrolment of the Maryland militia, which gives the Unionists great satisfaction. It will be pushed vigorously to organization. General Sigel arrived from Harrisburg last night, and stops at the Eutaw House, where many friends are congratulating him.

All accounts from General Grant are cheering. Railroad travel is again regular on all the roads, except the Baltimore and Ohio, towards the west, which is being rapidly repaired.

The western Maryland grain crop is not so much damaged by raiders as was apprehended.

The War in Kentucky.

LOUISVILLE, July 19.—The steamer *St. Louis*, hence for Nashville, laden with Government stores, was burned yesterday by guerillas, at Sailor's rest, on the Cumberland.

Four Rebel prisoners have been selected from our military prison, to be sent to Mitchell's Hill and Clarksville, to be shot in retaliation for the murder of two Union men near those places.

The Reported Capture of Atlanta.

LOUISVILLE, July 19.—The Nashville *Union* of to-day says the reports of the capture of Atlanta are all premature, though we expect to hear of it in a few days.

Conflagration in Essex County, N. Y.

NEW YORK, July 20.—Rodgers' mill, Powers' mill, and several stores and tenement houses, together with a bridge, &c., in the village of Ausable Forks, Essex county, in this State, were burned on Sunday. The loss was heavy.

ARMY OF THE POTOMAC.

Special to The Evening Telegraph.

WASHINGTON, July 20.—We are daily expecting news of the most stirring nature from General Grant, as it is known, both through Union and Rebel sources, that the movements such as he has recently been accomplishing with his lines in front of Petersburg are portentous of great results.

Deserters have been coming into our lines in squads of late. Last Monday they brought the intelligence of an intended assault by General Lee on our left wing—as yet the assault has not been attempted.

All day on Monday a huge mortar on the right of our line paid its compliments to the Rebel Fort Archer, situated beyond the Appomattox river. The fort was considerably damaged during the day, and ceased altogether its enfilading fire upon our line.

The Maryland raid has not interfered at all with the grand operations of the Army of the Potomac.

[ANOTHER DESPATCH.]

WASHINGTON, July 20.—Information received from the headquarters of the Army of the Potomac, dated July 19, says that the usual quiet still prevails along the lines, and were it not for the sound of an occasional gun and some picket firing at a few points, one would suppose that no enemy was within miles of us.

Burnside's men make the most of the noise, the enemy taking every opportunity to fire at the colored troops that occupy a portion of his front; and, of course, the fire is returned with interest, but without much damage on either side.

No deserters come in at this part of the lines, as they say, they have no chance to get through without running the risk of being shot, the negroes being so constantly on the alert. But they are coming in daily at other points in squads.

A Sergeant and his squad came in this evening, and all report that thousands are ready to leave as fast as they find an opportunity.

The deserters came principally from Georgia, Florida, and Alabama regiments, and an officer from the former State is said to have gone to his superior a day or two since, and reported that if his company was not soon relieved, there would be none to relieve, as they would have all gone over to the enemy.

They state that they are very short of provisions, particularly vegetables, and seem glad enough when they get into our lines, strict orders being given that they shall not hold intercourse with our men on the picket, or exchange papers.

One fellow, the other day, who came boldly over and brought a paper with him, was caught and made to stand and wave the paper back and forth for an hour as a punishment.

An attack from the enemy has been expected for the past two days, and last night, from what the deserters reported, it was looked for as certain, but no demonstration was made.

It has looked like rain all the afternoon, but none has fallen yet, and the dust continues to envelope everything.

The Labor on our Fortifications—The Enemy also at Work—The Late Rebel Raid North.

HEADQUARTERS ARMY OF THE POTOMAC, NEAR PETERSBURG, July 17.—The heat has somewhat abated. Dearth of news continues. I am lingering here in expectation of a fight. The labor bestowed upon our fortifications is enormous. Thousands of men are engaged in the manufacture of *gabions* (wicker-worked baskets, to be filled with sand and placed in the embrasure of a redoubt) which at night are placed in position. All this while the Rebels are not idle.

A new battery opened from their side yesterday P. M. Near Warren's headquarters is a battery of 32's christened by the cannoniers "The Seven Sisters." One gun is distinguished from the rest by the peculiar, rushing sound of its shells, which resembles the puffs of a locomotive. This piece is dubbed the "Petersburg Express" for that reason, and because it devotes all attention to the aforenamed place.

When the Rebels unmasked their battery yesterday afternoon, the "Petersburg Express" sent a message in that direction, causing considerable commotion. One of their magazines was exploded, and together with the terrible noise and smoke, must have disabled many Rebels. Everything is now quiet from that point. All along the line there is the usual amount of cannonading daily, and, I might add, nightly.

Four deserters came into our lines two nights ago. They are North Carolinians, and desired to negotiate for the admission of a brigade of their companions in arms. They returned, with the understanding that four rockets should be sent skyward when we were ready to receive them. The rockets went up, but the brigade failed to come on.

We are much amused with the account of Rebel depredations published in the newspapers. Circumstances which you look upon as terrible enormities are here committed every day. They have not treated you with anything like the severity they receive at our hands.—*Washington Chronicle.*

Contributions for the Christian Commission—An Illinois Farmer Gives Ten Thousand Dollars.

JACKSONVILLE, Illinois, July 29.—A few weeks ago, Jacob Strawn, a wealthy farmer of Morgan county, proposed giving ten thousand dollars to the Christian Commission, if the agents of the Commission should be able to raise ten thousand more in that county.

They accepted the offer, went to work, and in nine days raised eleven thousand dollars. Mr. Strawn immediately paid over his ten thousand, making twenty-one thousand in all for Morgan county. What county in the Union will follow?

TO-DAY'S WASHINGTON NEWS.

Special Despatches to Evening Telegraph.

WASHINGTON, July 20.

The New Call for Troops.

It appears that the loyal States are already credited with one hundred and fifty thousand men on the new call, that being their excess furnished on previous calls. It is thought here that this will be the last call for troops, as the South cannot raise another army, and with an additional force of three hundred thousand men, our success will be placed beyond a doubt.

Many of the President's friends advised him to defer this call until after the campaign, but with characteristic pluck he replied, "No, the troops are needed, and I will issue the call even in the outset of the campaign, and if we go down it will be with colors flying."

Atlanta.

There is not the slightest doubt in the highest military circles here but that General Sherman will raise his flag in Atlanta in a few days. With the capture of this strategic point, the cause of the Confederacy will receive in the Southwest an irretrievable blow.

Personal.

Rear-Admiral Paulding and Major-General Dix are in town.

New Paper for Fremont.

A Fremont organ, with a capital of forty thousand dollars, will be immediately started in St. Louis. Its intention is to head off the influence which the St. Louis *Democrat* is exerting for Lincoln's re-election.

Loss of the Steamboat "Nare."

SANDY HOOK, July 20.—The steamboat *Nare*, from New York for Santa Martha, was sunk in the Gulf Stream on the 15th, in a gale. Her crew left her in two boats, one of which, containing thirteen persons, was picked up by the surveying schooner *Bailey*, and were landed here to-day. The other boat, containing the captain, mate, cook, and nine sailors, has not been heard from since the disaster.

A Schooner on Fire.

THE HIGHLANDS, N. J., July 20.—A large fore-and-aft schooner is on fire off here. A French war steamer has gone to her assistance.

GENERAL HUNTER'S EXPEDITION.

What it Did and How it was Done—Reasons for its Non-Return Down the Shenandoah Valley—Responsibility for the Maryland Invasion Placed Where it Belongs—General Hunter Asks to be Relieved, Etc., Etc.

HARPER'S FERRY, July 18.—Just two months ago, General Hunter was assigned to command the Department of West Virginia, his orders being not to relieve General Sigel from duty in the department, but to take up the "raiding force" of about ten thousand men, which had been beaten back from Newmarket under that officer, and to renew Sigel's advance in the direction of Staunton.

He was, "if he could," to capture Staunton and destroy the railroad east and west of that place If he found Staunton so well fortified and defended that to attack it would involve delays and heavy sacrifices of life, then he was to hurt the railroads on each side of it as much as possible, and to keep as large a number as possible of the enemy's troops in employment. These were the orders to General Sigel, and it is to be presumed the expectations of success were not increased by the defeat of Newmarket.

Traveling without pause from Washington to Cedar creek, General Hunter assumed command of the beaten army, which he found demoralized to a degree that could scarcely be exceeded. Nearly two thousand of its infantry were without shoes. About one thousand had thrown away their arms in their flight, and had to be rearmed. The appearance of a few guerillas in any direction produced a general stampede, the men having lost all confidence in their commanding general, and expecting every moment that the troops who had chased them from Rood's Hill would reappear in force to continue the pursuit.

How rapidly this command was reorganized, and a better spirit infused, would be on record in the public mind if that mind were in a condition of health enabling it to remember anything. In a few days the little army was refitted in all particulars, and within twelve days from General Hunter's assumption of command the battle of Piedmont was fought, and won by the Union forces, Piedmont being ten miles further up the valley than any other Union army had previously penetrated.

It is true Breckinridge's Division was not there to help the enemy, but its place was amply supplied by the accession to the Rebels of the command of General William E. Jones—troops fully as good and numerous as those of Breckinridge, and commanded by an officer universally rated as his superior.

From Piedmont Hunter's little army advanced to Staunton, which it entered without opposition, the enemy being too much demoralized from the defeat of the day before to avail himself of the earthworks and lines of rifle pits constructed for the defense of that city. Here the railroad was destroyed west and east in the most thorough manner, and vast quantities of ordnance, commissary and quartermaster stores belonging to the Rebel Government were captured, and either issued to our men or destroyed. Of details, however, there will be no time to speak in this letter.

At Staunton Hunter was joined by the infantry of General Crook and the cavalry of General Averill—two officers as excellent and distinguished as any in the service. A cavalry division, under General A. N. Duffie, was sent to threaten Rockfish Gap—defended by Breckinridge and Imboden—with orders to cross the Blue Ridge, destroy the railroad at and around Charlottesville and Amherst Court House, and as far down as they could reach, and then to rejoin the main advance at Lexington, within two days.

From Staunton to Lexington our troops advanced, driving before them a cavalry force of about 5000 men, under McCausland, who made a stand at Lexington, under special orders from Lieutenant-General Robert E. Lee. These orders directed McCausland to hold Lexington, "at any cost," until he could be reinforced by troops from Richmond, who he was assured were already on the way to succor him.

He made the stand accordingly; but, finding the town directly under the guns of General Hunter's infantry advance, and that he was being flanked by Averill's cavalry, who had forded the river higher up, McCausland finally fell back, just in time to save himself and his command from capture.

At this point occurred a delay of two days which resulted from General Duffie's having lost his way in the mountains, on the eastern side of the Blue Ridge. He, however, destroyed two large trains of Government stores, which the enemy were moving by this route from Staunton to Lynchburg, and captured many prisoners He could not, however, materially injure the railroad at any point, being everywhere confronted by Imboden's largely superior cavalry. Here and there only did he destroy a bridge—slight injuries that could be repaired in half a day.

From Lexington the command of General Hunter, thus delayed two days by General Duffie's blunder, marched towards Lynchburg via Buchanan, partly because there might be difficulty in fording the James river below that point (our pontoon bridge being utterly worthless, as was proved at Port Republic), and partly because we had such information of the reinforcements from Richmond then arriving in the valley that it became necessary to secure two possible lines of retreat other than the road of our advance. At Buchanan, moreover, were located some of the most important furnaces, foundries, and cloth mills of the Rebel Government, and these it was essential to destroy.

From Buchanan the march was continued toward Lynchburg, the country becoming barer and barer of supplies as we advanced, the people running all their stock and stores into the mountains to the right and left of us, and the business of foraging becoming more and more hazardous in consequence of the large Rebel Cavalry force which enveloped, as with a cloud, our front and flanks.

On the 17th of June the enemy made a resolute stand at a place variously called "Old Church" or "Diamond Hill," about four miles from Lynchburg, but after a contest of some three or four hours were forced to continue their retreat. Averill's Cavalry done particularly well in this fight, and Crooks' infantry charged, through a storm of grape-shot, clean over the Rebel breastworks, without a single pause or moment of hesitation or disorder.

On the day following General Hunter and his subordinate commanders learned with precision of the arrival of the greater part of Ewell's corps on their front, and a brisk attack, which lasted with brief intermission all day long, developed a powerful line of defences in front of us—four regular earthworks, well mounted with artillery, and built some years ago, connected together by lines of the usual Rebel rail rifle pits, on which our men had heard "the Johnnies" hammering and sawing all the previous night.

We had also heard not less than eight—some said eleven—trains of cars arriving from Richmond; and from the sorties made upon our lines, and from what our men learned in their two charges against the enemy's defenses, it became clear by midday that we had then in front of us a force of veteran troops at least equal to our own in numbers, and probably superior, operating in their own country, and constantly receiving both supplies and reinforcements by railroad from Richmond, while we were absolutely without supplies other than a little sugar and coffee still left, and a drove of cattle that we had collected in our advance up the Shenandoah valley.

Worse than all, however, we were short of ammunition, the train expected under General Stahl not then having arrived. It was therefore determined in a council of war, consisting of Generals Hunter, Sullivan, Crook, and Averill, that our best course was to retire upon Salem, there being from that point two lines of retreat open to us—one due west towards Eastern Tennessee, and the other north and by west up the Kanawha valley.

If it be asked, why did not Hunter return towards his supplies by the Shenandoah route, up which he had advanced? the answer must take the form of another question: would the killing or capturing of his entire command have materially helped the Union cause?" The enemy had a railroad east of the Blue Ridge from Lynchburg to Rockfish Gap, or Waynesboro, only twelve miles from Staunton—the railroad which General Duffie had unsuccessfully attempted to interrupt. By means of this road the whole of Ewell's Corps, and as many other troops as General Lee might think necessary, could easily have been thrown from sixty to eighty miles in our rear, while Breckinridge, with the valley troops, held us on our front.

And as we had but little ammunition, and were utterly out of supplies, while there would be no chance to collect in presence of a superior force of the enemy, it appeared reduced to a mathematical certainty that an attempt to return down the Shenandoah would be equivalent to the annihilation or surrender of our force. That General Grant was of this opinion is abundantly testified by the anxiety for our safety which prevailed for several days at his headquarters. He believed that we were in imminent danger of being destroyed or captured for some time, and made vigorous efforts to employ all he could of the enemy's forces in order to give Hunter a chance for extrication from his perilous position.

As to the material effects of Duffie's delay on the east side of the Blue Ridge, which apparently cost us two days in our advance upon Lynchburg, the matter has been exaggerated. The enemy had signal officers upon every hill around us, and knew all our movements. Ewell's corps was not despatched from Richmond until its presence at Lynchburg was needed. Had we been there two days earlier Ewell's corps would have been despatched in time to meet us. Had we been there six days earlier the result would have been the same. We were fifteen days' march from our regular bases of supplies, and were subsisting upon the enemy's country, while the enemy, by means of the railroad from Lynchburg to Richmond, had at any time the power of concentrating against us just as many troops as General Lee could spare from the splendid army of Northern Virginia.

Retiring by the Kanawha valley, it was confidently expected that we would meet abundant supplies of commissary and quartermaster stores at Meadow's Bluff, about five or six days march from Lynchburg. More than a million rations, about five or six days previous, had been left there by Generals Crook and Averill, under charge of two regiments of Ohio militia, sworn into the service for one hundred days. With these rations taken up our command could then await its ammunition train under General Stahl, and continue to threaten Lynchburg, none then knowing or suspecting that the two Ohio militia regiments had been stampeded by a force of about seventy or eighty guerillas under Captain McNeill, and that they had retired in confusion towards Loup creek and Cheverston, burning about one-half the stores left in their charge, and carrying the remainder with them in such transportation as they had on hand.

Of the difficulties encountered and surmounted by General Hunter in this march from near Lynchburg to Loup creek it is not proposed to speak. At Liberty the enemy in force were handsomely repulsed, and again near Salem. Our men had no food but the beef and sheep they drove before them or collected on the way. Our march was over wild and abrupt mountains, forest-clad precipices yawning beneath us on one side of the road, while forest-clad mountains towered thousands of feet above us on the other. The disappointment in not receiving the expected supplies at Meadow's Bluff was severe; but nevertheless the command held on, in good heart and health, until it neared Ganley bridge, where the supply trains ordered up by General Hunter began to meet us.

With the exception of six guns, which had been rendered unserviceable by a sudden attack of the enemy on this side of Salem, and which had therefore to be destroyed by ourselves, we lost nothing of baggage or the material of our army in this raid. Our infantry reached Loup creek in better health than they started with, but were sorely in want of food, ammunition, and a new outfit. Most of the cavalry horses were played out from the want of forage; but taking it for all and all, no raid of the war has yet inflicted so much loss of vital kind upon the enemy, at so little sacrifice of men and material. For two hundred and forty miles up the Shenandoah Valley, we had destroyed every public work intended for the benefit of the enemy's army.

Furnaces, foundries for shot and shell, gunstock factories, cloth mills, tan yards, railroads, factories of all kinds, &c., our line of march being marked by a pillar of smoke by day, and a pillar of fire by night, formed from the conflagration of the public buildings of the enemy's Government. Of private property nothing was injured with the exception of Governor Letcher's house, he having the day previous issued a proclamation against us, inciting the inhabitants of the country to a guerilla warfare.

It was not until General Hunter, in advance of his command, reached Parkersburg, in Western Virginia, that we heard a syllable of the Rebel raid into Maryland. All that could then be done to hurry forward our troops was at once energetically undertaken; but there were not over twenty or twenty-three inches of water in the Ohio, and the railroad from Cumberland to Harper's Ferry had been pretty well crippled by the enemy, though not one-fiftieth part so effectually as we had destroyed their railroads in the vicinity of Staunton and Lynchburg. In the task of re-equipping and hurrying forward our troops towards Maryland General Hunter labored with his usual tireless zeal and conscientious fidelity, being nobly seconded by the efforts of Brigadier-General Kelly, who was in command at Cumberland.

For the disgraceful stampede which had driven General Sigel back from Martinsburg to Maryland Heights without a contest, it is not easy to see how General Hunter can be held responsible. He had left under General Sigel a total of over ten thousand men, and yet this force retired before an undeveloped enemy, having lost, so far as can be ascertained, somewhat less than thirty-five men, all told, "killed, wounded, and missing." This was the extent of the "gallant and stubborn resistance" by which General Sigel "saved his invaluable train," and sent it into Baltimore. But can General Hunter be held responsible for the misconduct of this officer, when we recollect that he had been ordered, on assuming command, to "retain General Sigel in employment"—General Sigel's rank giving him no option but to offer to that officer the next highest command to his own.

As for the rest, the success of the Rebel raid into Maryland is clearly due to the want of foresight and adequate preparations in other than General Hunter's headquarters. General Hunter's location was thoroughly well known to the war authorities, who are understood to have sent him warm acknowledgments for the brilliant achievements of his raid, and the successful manner in which he had drawn off his command uninjured from that hazardous service. With scarcely any water in the Ohio, and the railroad between Cumberland and Harper's Ferry broken in more than a dozen places, it was a physical impossibility for any portion of Hunter's army to have reached Maryland in time to repel the Rebel invasion; but, owing to General Hunter's personal exertions and unceasing labors, more than ten thousand of his men were within striking distance of the retreating enemy two days ago.

To talk of pursuit, however, from the north of trains going south, and guarded by so large a force as Generals Early, Ransom, and Breckinridge have under them, is the sheerest nonsense. But as the supreme command of this pursuing force, such as it is—and if is very formidable—has been given, by order of the President, to Major-General Wright, of the 6th Army Corps, we hope that the best results may be expected. This assignment relieves General Hunter from all appearances of responsibility in a matter he never really had any connection with; and for the success or failure of General Wright's operations, that officer and the War Department will alone be responsible before the country.

It is well understood here, and therefore can be no violation of military confidence to say, that General Hunter has asked to be relieved from command of this Department in consequence of the action of the War Department in ordering all his available troops to report to Major-General Wright. So much for the late raid towards Lynchburg, and for General Hunter's alleged responsibility in connection with the Maryland invasion.—*N. Y. Herald.*

General Pillow's Fight at Lafayette.

TALLADEGA, Ala., Monday, June 27.

To the Editor of the Selma Reporter:—

Dear Sir:—I have just seen a member of Lewis' squadron and obtained some particulars of the fight between General Pillow and the enemy's cavalry at Lafayette, Walker county, Georgia, on Friday morning last, 24th instant. General Pillow attacked the enemy about daybreak, and surprised and captured their pickets. Nealy's brigade advanced on the south side of the town, and General Pillow's brigade on the north and west, partially surrounding the enemy and capturing a large number of prisoners. A portion of the enemy, supposed to be from three to five hundred, took refuge in the court-house, barricaded the doors, and opened a destructive fire upon our men from the upper windows.

Some two or three unsuccessful charges were made by our men upon the Court House, resulting in the loss of many valuable officers and men. A brigade of the enemy's cavalry that had moved out from Chattanooga to relieve the troops stationed at Lafayette, made a sudden dash upon our troops, stampeded the horses, compelling a hasty retreat, with the loss of most of the prisoners which had fallen into our hands. Some of our men fell into the hands of the enemy. Our dead, and many of those who were seriously wounded, were also left on the field.

PHILADELPHIA TRADE REPORT.

WEDNESDAY, July 20.—Bark is rather quiet; no sales of No. 1 have come under our notice.

Cloverseed is very dull; no sales have been reported. Timothy is scarce, but firm at yesterday's figures. We quote Flaxseed at $3·15 ℔ bushel, without sales.

The Provision market remains without quotable change.

Flour is in limited demand, and prices are firm. The export and shipping demand has fallen off, and only a few hundred barrels for home use, were taken at $8 for condemned; $9·76 for superfine; $9·75@10·25 for extras; $11@12 for common to good choice extra family. In Rye Flour and Corn Meal no transactions have been reported.

Wheat is in better demand, and prices are unsettled, with sales of 1500 bush. common and prime Pennsylvania red at $2·60@2·65, and 1000 bush. handsome new Southern at $2·70; white is rather quiet. There is very little Rye here, and it is wanted at $1·70@1·75.

Corn is in limited request; sales of 2500 bushels, from store, at $1·70. There is a steady demand for Oats, and about 2000 bushels Pennsylvania were taken at 92c. Barley and Malt have improved; a sale to the extent of 1000 bushels was effected at $2.

Whisky is firmer; sales of Pennsylvania, barrels and hogsheads, are making at $1·75.

CITY INTELLIGENCE.

STATE OF THERMOMETER TO-DAY.—Six A. M., 74. Noon, 87. One P. M., 87. Wind, W. by S.

ACCIDENT THIS MORNING.

A Terrible Catastrophe in the Insane Department of the Almshouse.

FALLING OF A PORTION OF THE BUILDINGS.

Eighteen of the Insane Known to be Killed.

MORE SUPPOSED TO BE BURIED IN THE RUINS.

Many Injured, and Some Fatally.

Etc., Etc., Etc., Etc., Etc., Etc., Etc

This morning about quarter-past six o'clock, an accident occurred at the Blockley Almshouse, in the Twenty-fourth Ward, in which the lives of eighteen persons are known to have been lost, and many more fatally injured and still missing. The accident occurred in the female department of the Insane Asylum, and was attended with the most shocking and heart-rending scenes.

Description of the Building.

The department where the accident occurred was divided into three stories. The first floor was occupied by the epileptic insane; the second, by the ordinary insane; and the third, by the sick. The first floor was also used as a dining and sitting-room, and the second as a sitting-room.

The building was constructed in the most substantial manner, being built of brick and stone, with a rough outside. The rafters were heavy and thick, and the construction of the department was such that an accident was never dreamed of.

The Accident.

Just as the bell for breakfast rang this morning, the catastrophe occurred. The poor insane were all up, and some of them had loitered into the sitting room, and some were already in the dining room.

The departments, at ordinary times, are occupied as follows:—On the first floor, 59; second floor, 77; third floor, 93. Fortunately, at the time of the occurrence, there were about fifty persons on the second and third floors, thus rendering the casualties much greater than they otherwise would have been.

At the time stated three loud and terrific crashes were heard, caused by the falling of the three floors at intervals. Immediately the whole place was a mass of ruins, all having disappeared save the hanging rafters and a portion of the roof. The department was completely gutted out. The unfortunate victims were hurled from the second and third floors down to the basement, along with those on the first, all of whom were buried alive beneath the ruins.

The shrieks of the insane were most appalling, and the whole place was thrown into the utmost confusion. Some of the number managed to work their way out, when they were at once taken charge of, and hurried to places of security.

The crash attracted the attention of the various officials in the premises, and they, together with a number of the inmates of other Departments, rushed to the spot, and commenced clearing away the ruins and extricating the dead and wounded.

The appearance of the place was most dangerous, and it was with great risk that the victims could be rescued. The rafters and huge pieces of stone continued to fall. Some portion of the roof and ceiling was in a tottering condition, and had to be torn away, in order to allow the work to proceed.

The Killed.

All the surgeons in the House were summoned to attend to the wounded. Dr. Butler and his assistant, Dr. McElroy, of the Insane Department, were most unremitting in their attentions to those who needed their aid. The most able of the paupers at the place were called, together with a number of outside workmen, and all set to work removing the ruins and carrying off the dead and wounded.

The dead bodies of sixteen were taken from the ruins, and two more, badly injured, died as soon as they were admitted into the surgical ward. It was impossible to obtain all the names of those who were killed, as some of those who were taken from the ruins were so mutilated as to be past recognition; besides, their names are only known according to the description given them in the doctor's record.

Those who escaped unhurt, and who received slight injuries, were conveyed to apartments, and all placed together, and until the roll is called and a record made of each inmate, the names of all the missing cannot be ascertained. The names of those known to be killed are as follows:—

Susan Owens.
Christiana Allison, an epileptic case.
Nancy Mack.
Sophia Ellinger.
Ann Galbraith.
Hannah Dillen.
Ellen Mitchel.
Andrew J. Noble, an insane lad, aged six years.
Ellen Murray, supposed to be dead.

The others will not be recognized until this afternoon or evening.

At noon the workmen were still busily engaged in clearing away the ruins, as two or three others are yet supposed to be buried beneath.

The Wounded.

Nineteen were wounded, and five or six so badly, that their recovery is considered doubtful. Among the number was Catharine Bean, whose injuries will probably prove fatal.

Catharine Cumskey is also badly injured.

Mrs. Mary Rice, one of the nurses, was also injured, having been struck on the arm by a piece of falling timber. She was on the third floor at the time, and was buried clear to the basement.

Robert Wilson had his skull fractured. He was one of the inmates, and was helping to rescue the bodies when he was struck on the head with a large piece of stone.

The Cause of the Accident.

The precise cause of the accident is not positively known, although it is supposed to have occurred in the following manner. The first floor was supported by an archway and a pier. The ceilings of the second and third floors were also supported by piers.

The impression is that the first pier, or the one supporting the first floor, together with the archway, gave way. The weight of the second and third floors resting on the first, with no support under the latter, of course caused the others to fall. This idea seems to be confirmed from the fact three distinct crashes, at successive intervals, were heard. The three rooms were about thirty-four feet square, with a respective height of twelve or fourteen feet, making the stories very high.

The break was immediately in the centre of each room, the rafters cracking in two, the broken ends falling downwards while the other end remained against the wall. In consequence of the rafters not falling entire, the lives of many of the inmates were thus saved.

At the time of the crash a large number of insane children were sitting along the wall on the first floor, and as the falling debris all accumulated in the centre, owing to the funnel-like shape into which the rafters had fallen, they thus escaped uninjured.

It is also thought that the pier which gave way first had been partly cut through by the old heating apparatus underneath. Rats were also abundant in the cellar, and may have contributed to the mischief.

The Ruins.

The whole of this wing of the Insane Department is a mass of ruins, and will have to be rebuilt. The loose stones, brick, mortar, and broken rafters, completely fill the cellar, and extend above the first floor.

Those who were on the first floor at the time of the occurrence were exposed to the greatest danger, as the floor upon which they were located not only gave way, but they were imperiled by the falling ruins of the second and third stories.

The wreck is most complete, and the whole department looks as if an immense weight had been dropped through the roof and descended through each floor until it reached the cellar. If any persons are buried at the bottom of the ruins, their forms will be shockingly mangled.

Those who were taken out this morning were near the top—some few of them not covered at all—having been killed by a blow on the head from a rafter, or the falling bricks and stone.

The Excitement among the Insane.

The terror and consternation among the insane who were in the department at the time, is beyond all description. Some were so confused and their minds impaired that they left go their hold on the rafters which they had grasped, and were thus precipitated below, and in some cases received serious injuries.

The dense cloud of dust caused by the crash was so intense that some, when taken out, although uninjured, were almost suffocated from this cause alone. Some eight or ten of the terror-stricken victims were found gathered together in one corner, making the most hideous and terrible noise.

They seemed unconscious of the danger through which they had passed, and when removed to other departments were in a few minutes apparently as happy and pleased as before the occurrence of the sad affair.

The fatality would not have been so great had the inmates been possessed with full reasoning powers, and able to ward off danger. The third floor was used exclusively for the sick insane and contained 93 occupants.

Being decrepid in mind and body they were more helpless than children, and it is thought that more of these were killed than in the other two rooms.

The Investigation.

Coroner Taylor was notified of the occurrence, and at once proceeded to the Almshouse. He will summon a jury this afternoon, and a view of the mangled remains and ruins will be had. It is thought that the cause of the accident will prove to be as stated.

Markets by Telegraph.

NEW YORK, July 20.—Flour is quiet; sales of 5000 bbls. at $10·80@11 for State; $11@12·25 for Ohio, and $12·75@13·25 for Southern. Wheat dull; sales of 14,000 bushels at nominal quotations. Corn has advanced 1c. for white; sales of 30,000 bushels at $1·60@1·62½. Beef quiet. Pork firm at $44@45 for mess. Lard steady at 19¾@20c. Whisky firm at $1·75@1·76. Gold is quoted at 261½.

Stocks dull and heavy. Chicago and Rock Island, 108; Cumberland preferred, 60½; Illinois Central, 123½; New York Central, 133; Michigan Southern, 82; Reading, 131; Hudson River, 128¼; Erie, 108⅝; Canton Company, 35½; Michigan Central, 132; Cleveland and Pittsburg, 106½; Chicago and Northwestern, 49¾; Gold, $160; One Year Certificates, 97½; Five-Twenties, Coupons, 104; do registered, 103; Coupon 6s, 102; registered, 102½.

The Steamer "Europa" for Boston.

HALIFAX, July 20.—The royal mail steamship *Europa* sailed at four o'clock this morning for Boston, where she will be due on Thursday evening.

FINANCE AND COMMERCE.

PHILADELPHIA STOCK EXCHANGE SALES, JULY 20
Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

BEFORE BOARDS.

200 sh Reading R..b5 65⅞	100 sh Read. R.....2d 65¾
110 sh do...b5&int 65¾	100 sh do.......sat 65¾
100 sh do..........c 65½	100 sh do.....s5wn 65¾
100 sh do........2d 65¾	

FIRST BOARD.

$25000 City 6s, new.....105½	145 sh Lehigh C & N.. 85
$5000 do........c..105½	121 sh Little Sch..... 46½
$1000 Sch. Nav. 6s '82.. 93½	100 sh Reading R....c 65¾
$3000 U. S. 5-20s.........103⅞	300 sh do.........c 65½
$2100 do...............101	100 sh do........... 65½
$200 do...............104½	10 sh Minehill....... 62½
$5000 do...............102½	350 sh Catawissa 40
$6000 U. S. 6s, '81....102½	100 sh do.......b60 41½
$5000 do........s5..102½	50 sh do........s5 40
$7100 Penna 5s.....c&p 101½	500 sh do.......b30 40½
$200 do...............101	100 sh do.......b60 41½
$2000 North Pa 6s.......104½	4 sh Arch st. R R .. 30
45 sh N Central...... 60	30 sh Ken Bk...c&p.108

H. S. LEECH, Stock Commission Broker, No. 7 Farquhar Buildings, Walnut street, below Third.

PRICES OF STOCKS IN NEW YORK.
Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

	First Call.		Second Call.	
United States 6s, 1881, int off	102	bid	102	sales
Rock Island Railroad	..	bid	107½	sales
Reading Railroad	65¾	bid	65½	sales
Illinois Central Railroad	..	bid	122½	sales
Galena Railroad	..	bid	49½	sales
New York Central Railroad	132½	bid	132½	sales
Erie Railroad	108½	bid	108½	sales
Harlem Railroad	200	bid	..	sales
Gold	261	bid	..	sales
United States 5-20s	104	bid	104	sales
Market	Heavy.		Heavy.	

JAY COOKE & CO. quote Government Securities, &c., to noon to-day, as follows:—

	Buying.	Selling.
U. S. 6s, 1881	102½	103½
U. S. 7 3-10 Notes	104	106
Certificates of Indebtedness, New	93	94
Quartermaster's Vouchers	90	91
Gold	258	262
5-20 Bonds	103½	104½

10-40 Coupon Bonds ready for delivery to June 27 inclusive.

Quotations of Gold at the Philadelphia Gold Exchange No. 34 S. Third street, second story:—

9½ A. M.	261	12 M.	262½
11 A. M.	260½	1 P. M.	263½

Market Steady.

LATEST MARINE INTELLIGENCE.

ARRIVED THIS MORNING.

U. S. Steam Transport St. Marys, Latham, 26 hours from Alexandria, Va., in ballast to U. S. Quartermaster.

U. S. Steam Transport Clinton, ——, 36 hours from Alexandria, Va., in ballast to U. S. Quartermaster.

Barque Mary Bentley, Clark, 14 days from Remedios, with sugar and molasses to S. & W. Welsh.

Brig Ada B (Br.), Gould, 23 days from Cienfuegos, with sugar and molasses to George C. Carson & Co.

Brig Abby Watson, Allen, 12 days from Matanzas, with old iron to M. W. Baldwin.

Schooner Cora, Baker, 7 days from Alexandria, Va., with mdse to Baugh & Sons.

Schr Diamond State, Carey, 3 days from New York, in ballast to Baugh & Sons.

Schr Lucy, Morrow, 1 day from Brandywine, Del., with flour to R. M. Lea.

Schr Madona, Coombs, 8 days from Bangor, with lumber to Gaskill & Galvin

Schr Pilot, Thompson, 5 days from Newport, R. I., in ballast to captain.

Schr Elvira, Johnson, 6 days from Boston, in ballast to captain.

Schr Maria Roxanna, Palmer, 5 days from Boston, in ballast to captain.

Correspondence of the Philadelphia Exchange.

LEWES, Del., July 19.—The easterly wind has detained the following fleet at the Breakwater, viz.:—Barques Nicola, from Philadelphia, for Cork; Pathfinder, do., for Boston; brig Adriana Agramas, do., for Queenstown; Schrs Wave, J Stockham, J. H. Allen, Larch, Ida L. Howard, Ocean Wave, C. P. Stickney, General Meade, S. Castner, Satilla, Broadfield, Hannah Grant, Charter Oak, Electric Light, and S. H. Sharp, all from Philadelphia, for Boston; F. A. Anderson, Carrie Wells, Henry, J. A. Mather, Elwood Doron, do., for Providence; C. Fantauzzi, and Lodowiska, for Bath; Astoria, do., for Portsmouth; B. L. Condon, do., for Thomaston; E. F. Meany, do., for Middletown; Fakir, do., for Harwich; Georgia, do., for Belfast; J. W. Hine, do., for Hartford; L. Sturtevant, do., for Cambridge; Fanny Moss, do., for Fall River; Abbott Lawrence, for Boston; Fanny Keating, for Quincy Point; G. Willey, with wood, for New York; Watauga, M. A. Gould, Ann, and U. S. tender schr Spray. Wind light—from S. E. A U. S. steamer, supposed to be the Shenandoah, came in last evening.

Yours, &c., AARON MARSHALL.

IMPORTATIONS.

Reported for The Evening Telegraph.

REMEDIOS—Per Barque Mary Bentley—367 hhds sugar 226 do molasses S & W Welsh; 75 hhds sugar Madeira & Cavada.

CIENFUEGOS—Per Brig Ada B (Br)—350 hhds 36 tcs 1 bbl sugar 9 hhds molasses George C Carson & Co.

DEPARTMENT OF PUBLIC HIGHWAYS, Office, southwest corner of WALNUT and FIFTH Streets.

PHILADELPHIA, July 20, 1864.

NOTICE TO CONTRACTORS.

Sealed Proposals will be received at this office until 3 o'clock P. M., Monday, July 25, 1864, for the Repaving of Dock street from Gaskill (late Church) street to Ann street, in the First Ward; said repaving to be done at so much per square yard, and in accordance with specifications to be seen at this office.

Each proposal will be accompanied by a bond or certificate, that a bond has been filed in the Law Department, as directed by ordinance of May 25, 1860. All bidders will be present at the time and place of opening said proposals, and the lowest bidder will come forward within three days thereafter, or consider his bid withdrawn.

W. N. SMEDLEY,
Chief Commissioner of Highways.
jy20-them 3t

NOTICE.—The undersigned will apply to the DEPARTMENT OF HIGHWAYS, on TUESDAY, 2d day of August, prox., at 12 o'clock, M., for a contract to Pave Thirty-first street, between Girard avenue and Jefferson street, Twentieth Ward.

The following property owners have signed for said work, and the Department of Highways has appointed that day to hear objections thereto, to wit:—

Eli K. Price, 156 feet 2½ inches west side, and 455 feet 2½ inches east side. J. & P. Baltz, 368 feet. R. Vollmer and A. Dorn, 180 feet. H. Rothacker, 200 feet. Peter Schemm, 50 feet. Jacob Boutz, 50 feet. Chas. Rodtechter, 100 feet.

GEORGE GRAHAM,
Contractor,
No. 1929 CAMBRIA Street.
jy20 3t

A SUBSTITUTE.—PERSONS IN WANT of a Substitute, or a Representative in the Army, can find an alien 23 years of age, at No. 110 S. SECOND Street.

Apply personally or by letter, from 9 A. M. till 2 P. M., for two days, to HENRY WILSON.
1t 20-2t*

FOR SALE OR EXCHANGE.—First-class Germantown Residence, Stable, Fruit, near Station, &c.; one or five acres attached. Address S. C. E., Ledger Office. jy20 3t*

ATTENTION, COMPANY G, MERCHANTS' REGIMENT.—The members of this Company will report at Headquarters, No. 454 CHESNUT Street, to-morrow morning at 9 o'clock. The Company will be mustered into service to-morrow without fail.
1t* T. K. VOGEL, Captain.

Official Drawings of the Shelby College Lottery of Kentucky.

CLASS 342—July 19, 1864.
56, 14, 78, 36, 28, 12, 50, 45, 41, 17, 8, 3.

EXTRA CLASS 343—July 20, 1864.
61, 75, 60, 57, 15, 38, 69, 20, 11, 39, 47, 65, 72.

Circulars sent by addressing
E. E. SIMMONS & Co.,
Covington, Ky.

EXTRA!

FOURTH EDITION.

REBEL INVADERS.

GEN. CROOK ON THEIR TRACK.

A TERRIFIC CONFLICT AT SNICKER'S GAP.

Gen. Crook Recaptures 300 Wagons.

MANY PRISONERS TAKEN.

AN ARRIVAL DIRECT FROM RICHMOND

FURTHER NEWS FROM CITY POINT.

Return of Vessels from Search after the "Florida."

HARRISBURG, July 20.—Important despatches were received here last night, from which it is indicated that our forces are steadily and successfully pursuing the Rebels who recently ravaged the east portion of Maryland, and that the pursuing party is wresting large amounts of plunder from the Rebels.

General Crook, while in the pursuit on Monday last, overtook the enemy at Snicker's Gap, where a sharp, and, for a time, terrific encounter took place. The Rebels fought like devils, anxious to save the grain and cattle they had succeeded in carrying that far from Maryland.

General Crook, however, was determined that they should not escape, and whipped them thoroughly, capturing over 300 wagons heavily laden with grain, and took many prisoners.

As usual, the enemy left his dead and wounded on the field, to be buried and cared for by our troops.

From General Sherman.

CINCINNATI, July 20.—The *Commercial* of this morning has advices from General Sherman's army to the 16th inst. Nearly the whole force had crossed the river and occupied strong positions on the south side. A portion of our troops had advanced two miles towards Atlanta, but encountered nothing but small bodies of cavalry.

General Braxton Bragg had arrived at Atlanta, and would, it was supposed, exercise a personal supervision over the movements of the Rebel army.

The Guerilla War in Missouri.

ST. LOUIS, July 20.—General Fisk, commanding at St. Joseph's, has issued an appeal calling for 5000 loyal men to rally for the protection of life and property, and to assist him in exterminating the guerillas in Northwest Missouri.

Arrival of a Steamer.

NEW YORK, July 20.—The new steamer *Emily B. Souder* has arrived here in twenty-two and a half hours from Philadelphia.

FROM WASHINGTON.

Special Despatch to the Evening Telegraph.

An Arrival Direct from Richmond.

WASHINGTON, July 20.—Colonel Jaques, of the 73d Illinois Regiment, and Edmund Kirke, have just arrived in this city from a visit to Richmond, which place they left last Monday. The object of this visit is not proper for publication, although it was not of an official nature.

Steamer from City Point.

The mail steamer *John Brooks*, which left City Point at ten o'clock yesterday morning, has arrived. She brings no news of importance from the front, but reports that the usual artillery dueling is kept up with vim by the contending armies.

The return of the gunboats to James river has intimidated the Rebels along the banks, and they have made no further demonstrations on our transports since the firing into the *George Weems* and the *United States*.

On the upward trip, the *John Brooks* touched at Fortress Monroe. Several of the United States vessels which went in search of the *Florida* have returned to Fortress Monroe, after an unsuccessful effort to overhaul the pirate.

The hospital steamer *Connecticut* will leave Sixth street wharf to-day, for Philadelphia, with eight hundred convalescents from the hospitals of this city. These convalescents are improving rapidly, and many of them will be able to return to the field in a short time.

Major Walter Cutting, A. D. C., has been announced as Acting Assistant Inspector-General of the Department of Washington.

Montgomery county, Maryland, is said to be literally swarming with Rebel stragglers, and our scouting parties pick up numbers of them daily. Some were found yesterday evening and away in the bushes, a short distance beyond Fort Stevens. They were brought in this morning, and committed to the Old Capitol. Their names are David H. Idal, 2d North Carolina; O. N. Smith, 3d Alabama; P. S. White, 45th North Carolina, and P. Bailey, 22d Virginia.

Sailing of a Supply Ship.

The supply ship *Massachusetts* will leave Philadelphia on Saturday with mails, &c., for the South Atlantic Squadron.

Issue of Seven-Thirty Treasury Notes.

The Secretary of the Treasury is having prepared, soon to be issued, Seven-thirty Treasury notes, running for three years, and convertible at maturity into United States bonds, the interest being payable semi-annually. The notes are not to be used as a legal tender.

The Alabama Raid.

Advices are at hand, showing no foundation for the report of the Rebel raid in Alabama. The news shows that Forrest's forces have been defeated in Mississippi.

FROM GEN. SHERMAN'S ARMY

The Crossing of the Chattahoochee River.

WASHINGTON, July 20.—The latest official information from General Sherman is, that his army crossed the Chattahoochee in several different places north of the railroad bridge.

The movement was accompanied with such celerity as to take the enemy by surprise, and therefore the resistance to his advance was feeble on the part of the Rebel cavalry.

Our cavalry was at once sent to operate on the railroad east of Decatur. One of the objects being to cut off the communication between Atlanta and Augusta, thus preventing the removal of stores to the latter place, and Johnston from being reinforced.

Our main army was within ten or twelve miles of Atlanta, and all its operations were progressing in the highest degree favorably.

Evening Telegraph

A DAILY AFTERNOON NEWSPAPER.

OFFICE No. 108 S. THIRD STREET.

Price Two Cents Per Copy, or Twelve Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the City at Six Dollars Per Annum; One Dollar for Two Months, invariably in advance for the period ordered.

Advertisements inserted at the usual rates. A liberal arrangement made for extended insertions.

To Correspondents.

No notice can be taken of Anonymous Communications. Whatever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guarantee for his good faith. We cannot undertake to return rejected Communications.

To Advertisers.

Owing to the great increase in the Circulation of The Evening Telegraph, compelling us to go to press at an early hour, we urgently request that advertisements may be handed in as soon as 10 o'clock, if possible, to secure them an insertion in all of our editions.

WEDNESDAY, JULY 20, 1864.

AMERICAN MILITARY AND NAVAL ASYLUM.

We have the profoundest respect for the soldiers and sailors who have been physically wounded and disabled while defending the interests and honor of the nation. Their patriotism is attested by deeds, which always speak louder than professions; and with less to gain, and more to sacrifice, than a majority of their fellow-citizens who take no part in the perils of a war for the national welfare, they seldom look for any other reward than the approval of their own consciences and the grateful regard of their countrymen. Until this unhappy civil conflict, the United States had but few invalided soldiers and sailors to take care of, and hence a small naval and military asylum here and there has sufficed to make entirely comfortable all the brave and worthy valetudinarians whose honorable scars or broken constitutions were won in heroic encounters with the enemies of "the Stars and Stripes," either on the land or the ocean.

But the Southern Rebellion has necessarily wrought a marvellous change in our army and navy. It has vastly increased both in men and material of all kinds, and the saddest result of the unnatural strife consists in the fearful numbers of crippled patriots who have been added to our military and naval pension roll within the last three years and a half. These now helpless and most deserving persons must be promptly and adequately provided for by the nation, and there is, we venture to assert, not a single truly loyal and sympathetic bosom in all this land that will not cordially respond to any proposition for affording them a prompt, generous, and permanent relief during the remnant of their days.

Small and temporary local hospitals, such as we now have, will not answer the emergency. They are well enough in their way and have been of incalculable benefit to the sick and mutilated heroes who are carried to them for medical treatment directly from the battle-fields. But what the future will demand when the war is over is not hospitals, but *homes* for the decayed soldiers and sailors of the country. That requisition will be most satisfactorily met by one grand national asylum, ample and commodious enough to lodge all the totally disabled soldiers and sailors of the army and navy of the United States, and with grounds of such extent as will allow the inmates freedom enough for exercise out of doors, and even supply the establishment with farm produce enough to satisfy all its own wants.

Other nations have long since created such sanctuaries for the brave men who have grown old or become invalided in their military service. But none, not excepting either France or England, have yet erected any such institutions as our present and prospective necessities will call for.

We are glad to see, therefore, that a memorial is now in circulation for signature, which petitions Congress for an appropriation to found and support a "National Home," of the kind we have described, and we subjoin it here in order that our readers may be aware of what is proposed to be done, and be put in the way of giving the sanction of their names, at least, to so meritorious and benevolent an enterprize. The memorial reads as follows:—

"*To the Senate and House of Representatives in Congress assembled:*

"The undersigned citizens of the United States respectfully represent that the interests of the country, in their judgment, require the passage of a bill appropriating money for the founding and support of a National Home for *Totally Disabled Soldiers and Sailors* of the Army and Navy of the United States.

"Your memorialists, therefore, respectfully ask Congress to make a suitable appropriation, or to take such other action in reference to the subject as the Representatives of the people and the States shall deem proper to promote an object of such vast national importance, and so pregnant with the interests of thousands of citizens of the Union who have given all their best energies to their country, and who have been rendered helpless by such devoted service."

Before Congress next meets, the people everywhere should sign this appeal, and we have no doubt that the national legislature will cheerfully and liberally respond to it. It is said that an ample site for the projected asylum, with some buildings, has already been secured on the left bank of the Hudson, a few miles from New York.

CLIQUES.

Cliques are a remarkable feature of society. Man is a social being, but he has a propensity for diffusing his direct social influence within a limited circle, or of operating through those who compose such a circle, upon the mass of the community. The collection of individuals he gathers around him is conventionally designated a "clique." We all understand what is conveyed by this term. We have felt and complained of the dominance of this kind of tyranny, not only in politics, but in fashion, in journalism, and even in the home associations, which the inexperienced mind might suppose to be free from any invidious distinctions. There is, therefore, no necessity for a definition, and we shall proceed at once to speak our mind in regard to what we consider a nuisance, that ought to be abolished, not by legislative enactment, but by the sensible fiat of society.

First, let us consider the political clique. Under this head we may include that wheel within a wheel, a caucus within a caucus. John Smith is a professional politician. He is a man who is said to carry a certain Ward "in his pocket," and to control its decisions as if he were its king. How is this astounding condition of things brought about? It is not possible that the men of wealth and position in that Ward are disposed to acknowledge the dictation of Mr. John Smith, or a half-dozen of the members of that ubiquitous family. Clique explains it all. John is an active politician, and has gathered around him a number of subordinates in the same business, who act as his instruments, and multiply their votes among their neighbors, and thus override all the honest calculations of the really responsible men of the Ward.

A large clique, based upon the same principles, controls the municipal elections throughout the city, and a still more extended circle manages to take from the control of the masses all nominations for State or Federal offices, and to dictate to them how to cast that vote which they consider the dearest privilege of freemen. This is humiliating to think of, but must be admitted to be perfectly a matter of fact. Our political affairs are governed by cliques.

Then, in the world of fashion, who is it that imposes upon the great mass of society the absurdities we witness on the promenade? Do our beaux and belles consider what is convenient, comfortable, tasteful, or beautiful? Not at all; they content themselves with the question, What is fashionable? And who wields the sceptre in the matter of manners and garments? A clique, undoubtedly; perhaps composed of ladies and gentlemen of taste and ingenuity, but just as likely to comprise those who are utterly devoid of those qualities. Those who desire to be *a la mode* do not stop to inquire as to the origin of the style, but follow the example set with as close mimicry as the Chinese tailor when he finished the coat with a patch. There is no dispute, we believe, in reference to the entire domination of cliques in the regulation of what we wear.

As to journalism, it is difficult for us to speak upon a subject of so much delicacy, and in which we have no especial interest. But we do not hesitate to say that, in many instances, we have seen the influence of the clique in the regulation of leading newspapers reaching a degree of subserviency which renders sheets, otherwise respectable, only worthy of contempt. Not only have combinations of men governed the course of individual papers, and, to suit their private ends, guided them in the worst possible channels, but the force exerted upon several journals at a time for the same purpose is often so conspicuous, that there is no other conclusion than the common-sense one, that the clique has been at work. But upon this portion of the subject we will not extend our remarks.

In our ordinary social circles we meet cliques at every turn. There is the "Tickle me and I'll tickle you," in the clubs of prominent men, which has begun to be appreciated generally, and excites unusual comment. The toadyism of certain circles has been manifested in so many instances that the community who read the reports paraded in the journals of the day, have at last awakened to the consideration of the means by which they were brought before the public. Now, a publisher wins distinction in his peculiar sphere, and he must be feasted. Accordingly there is a gathering of his peculiar friends, and they play the toady, in the fond expectation that the time may come when they too may enjoy the same ovation.

Then a man who has some prominence as a politician, needs the bolstering of a clique, and his social connections are invoked to bring him into a lofty position before his fellow-men. Perhaps the chosen one is distinguished in the walks of science. The clique takes him and crowns his brows with immortal wreaths. Perchance he is a man of wealth; and, oh, what a degree of sycophancy will be lavished upon him by a clique who have great hopes of profiting by such company! But this will do for an evil which all feel, and have long ago admitted.

Subscription Price of Newspapers.—All the Western journals have raised the price of their papers in consequence of the unprecedented rise in the cost of material and labor. The Pittsburg papers have declared jointly that hereafter the morning and evening papers will be served to subscribers for 25 cents per week instead of 12 cents, as heretofore charged.

CITY INTELLIGENCE.

Tax on Tobacco—Important Decisions.—The Commissioner of Internal Revenue has decided that tobacco manufactured prior to July 1, 1864, and in the possession of the manufacturer or his agent, is liable to the rates of duty imposed by the act of June 30, and the payment to the collector of a different rate of duty in anticipation of an increased tax, and before any tax legally accrued, does not cancel the liability of the manufacturer to be assessed on his sales when they are made, and according to the rates prescribed by the new act.

Tobacco delivered under contracts made prior to July 1st, 1864, is liable to be taxed according to the rates established by the new act. But the manufacturer is allowed to add to the price of his goods so much as will be equivalent to the duty subsequently imposed.

Another important question has also been decided, and that is, whether tobacco shipped to a commission house during the months of April and May, the tax having been then paid, is subject to any further tax, such tobacco remaining unsold on the first of July.

The old law (Section 75) provided that upon certain articles therein enumerated, among which tobacco was included, certain duties should be levied, collected, and paid, when produced and sold, manufactured or made and sold, or removed for consumption or for delivery to others than agents of the manufacturer or producer. Upon the happening of either one or the other of these contingencies, the tobacco becomes liable to tax; if neither of them happened, then no tax had become due, and no attempt at payment would avail the party, or release him from any future liability, if the tax on this tobacco had not under the provisions of the law become due and payable before the first of July. A party could not, by advancing a sum of money equal to the then rate of tax, exempt such tobacco from the increased rate of tax provided by the law of June 30, 1864.

If, therefore, the commission house to whom this tobacco was sent were the agents of the party, the liability of the tobacco to duty had not accrued, and no tax was due at the time of such shipment and there could be no legal payment of the tax.

Upon this question of agency the usual course of dealing adopted by the parties would have a strong bearing. If the party had before this shipped his tobacco to this house, and had at the time of such shipments returned such tobacco and paid the duty upon it, such course would be strong evidence that he did not consider or treat such commission house as his agents, for, if they were so, he was not liable to pay any tax until the tobacco was sold.

On the contrary, if the party had shipped his tobacco to them, returning for duty only such as was sold by them, as it was from time to time sold, paying the tax on such part alone, the conclusion would be almost irresistible that he considered them, and they were actually, his agents.

If they were not his agents, then the tax had legally accrued by the removal to their custody, and was properly paid on such removal, and there is no further liability under the new law.

The new law renders tobacco liable to tax when sold, consumed, or removed for consumption or sale, or removed from the place of manufacture, unless removed under bond, as provided in Section 90 of the Act of June 30, 1864, under the instructions in the circular of July 6. (Special No. 1.)

As there is no allowance provided by law similar to the allowance for leakage in the case of spirits, the party removing tobacco under bond must account for the amount stated in his bond.

Showing the Feet.—The ladies have lately adopted a mode of gathering their garments in festoons by an elastic cord, which relieves them of not only dragging their skirts over the dirty pavements, but introduces to mankind one of the most attractive fashions extant. The American ladies have the handsomest feet of any ladies in the world, and having deprived us of the sight of them through an absurd fashion at least five years, we naturally welcome the return with joy. We therefore declare in favor of festoons instead of trails.

Meeting to Avoid the Draft.—A county convention to avoid the draft will be held by delegates from the different wards, on Monday evening next, in room No. 2 of the District Court.

The Call for More Men.—The quota of our city, under the new call of the President for 500,000 volunteers, will be about 12,500 men. There is now credited to the city on this call about 5000 men, which leaves a deficiency of of 7500 to be raised by the 5th of September next; and in case of failure to furnish these, the draft will proceed. It behooves the citizens of Philadelphia, therefore, to make every effort and furnish their quota by volunteers. The new enrolment bill, under which the present call is made, repeals the commutation clause entirely, and requires all drafted persons hereafter to serve or furnish substitutes. It empowers the President at any time to call for men to serve for one, two, or three years, and allows fifty days' time for districts to fill their quotas with volunteers. At the expiration of the fifty days, deficiencies will be filled by draft, in the usual manner.

The draft will be made for one hundred per cent. in addition to the required number. The Governors of any States may send recruiting agents into any of the seceded States, except Arkansas, Louisiana, and Tennessee, to obtain volunteers, who shall be credited to the States that enlist them. This is intended to lighten the burden of the loyal States, by allowing them to put in negro volunteers. Men enlisting for one year will receive from the Government a bounty of one hundred dollars; for two years, two hundred dollars; for three years, three hundred dollars, payable in instalments, one-third at the time of enlisting, one-third at the expiration of one-half the term of service, and the remainder at the time of discharge. The law which allows those who are conscientiously opposed to bearing arms themselves, but have no scruples against seeing others fight, to escape military service by the payment of commutation, is unchanged.

One section of the new enrolment act removes a difficulty in the way of securing the services of the better class of volunteers as substitutes. The practice has been to assign a substitute to some regiment, without allowing him a choice. This is a matter of indifference to the mere bounty-jumper, but veterans like to choose the organization in which they are to serve, and their wishes on this point are respected by the new act. The effect of this provision has been that many of the recently discharged veterans have re-enlisted, and after they once fully understand the matter, no doubt many more will follow their example, and thus lighten the quota of the city.

Female Candidate for Military Honors.—A recruit who gave the name of Charles Smith, of Woonsocket, aged eighteen years, was enlisted by a Massachusetts captain a few days since. The candidate for military honors appeared very shy, and while signing the roll was very narrowly inspected by the captain, who discovered a woman in boy's clothes, and after the recruit passed into the room to find a bunk, he followed and informed her that he had penetrated her disguise, and that she was a woman. She confessed at once, and gave the following reasons for her conduct:—Her home is in Philadelphia, where she has been well brought up by religious parents. She professes to have a lover in the army who is stationed at Washington, and as her communication with him had been prevented by her mother, she resolved to go to him. She read in the papers that Massachusetts men were to be stationed at the fortifications in Washington, and procuring a suit of boy's clothing, she started at once for that State. She arrived there, and after looking about awhile, she enlisted, and thought for sure her troubles were ended. She was cared for over night, and after being furnished with apparel suitable for her sex, left for her home. She is a very modest, bashful person, and could hardly fail of detection, even with a much more perfect disguise than she had assumed. She professed herself fully cured of her folly, and thoroughly decided not to attempt to go a soldiering again. She arrived in this city last night, much to the joy of her distressed parents.

Losses in Generals Geary and Hooker's Corps.—The following is a list of the recent casualties sustained by the Pennsylvania and New Jersey White Star Division, in the engagements in the vicinity of Marietta and Chattahoochee river. Many of these named are Philadelphians.

28TH PENNSYLVANIA.
Wounded.
J Klinefelter, H
Edwin File, D
John French, C
William Weiss, E
George Hess, I

147TH PENNSYLVANIA.
Killed.
Chas Grant, G
Wounded.
Lieut Benj F Parks, G
John Mull, G
John C Shade, B
Joseph Tyson, D
J Lewis, C
Sgt J Baufman, E
J T Davis, B
J H Salkeld, B
E P Wheeler, D
Corp G W Vanneida, G
A Kolston, I

73D PENNSYLVANIA.
Wounded.
James Peck, H
John Heisler, C
Francis Can, F

109TH PENNSYLVANIA.
Wounded.
John Mauven, E
Frederick Fritz, E
Wm Williams, K

111TH PENNSYLVANIA.
Killed.
Peter Stafford, D
Wounded.
Sgt George Osgood, K
Corp Walter Albert, A
Wm Donahue, H
Missing.
—— Ruse, B

33D NEW JERSEY.
Wounded.
Chas Ryerson, I
Sgt Jas Kenworthy, D
Chas Stantley, B
A Stanaway, H
C Devine, I

IND. BATTERY, E. P. V.
John Gaine, wounded

DIVISION STAFF.
Ass't Provost Marshal Lt Saml. J Oliver, 29th Pa. Vols. wounded.

The "Neshamony."—The new steam frigate *Neshamony*, building at our Navy Yard, and which is intended to operate against privateers, is rapidly approaching completion, and will be ready for launching in August. The frame of the frigate has been strengthened in a way that ensures great resistance to ordinary sized shot and shell, and as her boilers will be entirely below the water line, there is no fear of their being touched by any shot that may penetrate her hull. The *Neshamony* will be able to carry as large an armament as any vessel afloat, she being about three hundred and fifty feet long, and four thousand tons burthen. A large force is now engaged upon the frigate, and the Government desires her to be completed as soon as possible. Should she not be delayed by her machinery, she may be got ready for sea by the early part of the fall. Several vessels of the same class are being constructed at other ports.

Local Brevities.—Among those who have presented a representative substitute within a day or two is the Hon. William Millward, U. S. Marshal for this district....Workmen are engaged in repairing the south side of Market street Bridge. The floor is being strengthened by widening the footway on that side....Captain George D. Stroud's company of one hundred days' cavalry left this city last evening for Harrisburg. They numbered 101 men....John Long, who recently committed suicide while laboring under a temporary derangement of the mind, was formerly a private of the 183d Regiment Pennsylvania Volunteers. He leaves a family, residing at Lingard and Carpenter streets....The new stand-pipe of the Kensington Water Works will be one hundred and forty feet high, and five feet in diameter. The suction main will be three hundred and fifty-five feet in length....A lad named Moore was drowned at a brick-yard at Nineteenth and Federal streets yesterday afternoon....Last evening, Austin Hyde, aged seven years, living at No. 957 Frankford road, below Richmond street, was drowned in the Delaware, at Maiden street wharf....The remnant of the 3d Vermont Regiment, numbering seventy men, passed through this city yesterday on its way home, to be mustered out of the service....The bridge over the Gunpowder river, on the Philadelphia and Baltimore Railroad, has been repaired, and trains commenced to run regularly yesterday....John Boddy, the foreman of the Round House at West Philadelphia, on the line of the Pennsylvania Railroad, had one of his legs horribly mangled on Monday afternoon by endeavoring to get on one of the trains while passing that point.

We have by far the largest stock and best assortment of Clothing in Philadelphia, comprising all desirable styles of goods, from medium price to superfine. Every one can be accurately fitted at once from our stock, whatever be his size or proportions, in garments equal in all respects to work made to measure, *at much lower prices*. For those who prefer, we have also a complete assortment of piece goods, which will be made up to measure in a style surpassed by none. Bennett & Co.
Tower Hall, No. 518 Market street.

Married.

KNIGHT—CHILD.—On the 13th inst., by the Rev. George Leeds, D. D., HARTLEY KNIGHT to MARIANNE, daughter of Richard S. Child, Esq. No cards.

NIGHTLINGER—CHRISTY.—May 27th, 1864, by the Rev. Mr. Burns, Mr. JOHN A. NIGHTLINGER to Miss MARY CHRISTY, both of Philadelphia.

SPICER—MOPPS.—On the 14th inst., by the Rev. Thos. Sewall, FRANKLIN A. SPICER to Miss MARTHA A. MOPPS, all of Baltimore.

Died.

BAMBER.—At Woodberry, Md., on the 11th of July, CARRIE, infant daughter of Mary and Thomas Bamber, aged 4 months and 4 days.

PLEASANTS.—Suddenly, on the morning of the 18th inst., Mr. DANIEL PLEASANTS.

His male relatives and friends are respectfully invited to attend his funeral, from his late residence, No. 1433 Walnut street, on Thursday next, at 4 o'clock. [Baltimore papers please copy.]

RADLEY.—On the morning of the 18th inst., after a painful illness, ELLA C. RADLEY, aged 21 years.

She sleeps, sweetly sleeps, in the arms of her Maker.

The relatives and friends of the family are respectfully invited to attend her funeral, from her mother's residence, Dreer street, above Amber, on Thursday afternoon at 3 o'clock, without further notice. To proceed to Monument Cemetery.

STAUFFER.—In Baltimore, on the morning of the 17th inst., WILLIE ALBERT, Son of George W. and Henrietta C. Stauffer, Jr., aged 2 years, 3 months, and 7 days.

THOMAS.—On the 16th of June, near Bethel, Camden county, N. J., Miss HARRIET C., daughter of Hannah and the late Samuel Thomas, in the 23d year of her age.

I. E. WALRAVEN,

SUCCESSOR TO W. H. CARRYL,

MASONIC HALL,

No. 719 CHESNUT Street.

WINDOW SHADES,

CURTAINS,

AND

MOSQUITO NETTINGS.

BUSINESS ITEMS.

Green and Black Teas.
A fresh importation,
By the package or pound.
Just received by
Davis & Richards,
Arch and Tenth streets.

A BOLD ATTEMPT
AT
ROBBERY.

LILLIE'S
CHILLED IRON SAFE
SERIOUSLY ATTACKED.

THE PUPILS OF DAVID EVANS,
OF THE FIRM OF
EVANS & WATSON,
ALREADY AT WORK.

HIS SCIENCE PRACTICALLY TESTED.

The Result a Complete and Total Failure.

THE BURGLARS BADLY FOOLED.

DAVID EVANS says, it is a very simple matter to drill a hole through 1½ to 2 inches thoroughly chilled iron; pick up the combination of the lock, and open Lillie's Safe; and to illustrate his system, has found, accidentally, a semi-chilled imperfect safe; procured a very perfect drilling apparatus, with drills the most approved, and, I am told, gives daily public lessons in the art of drilling: also, that he succeeds, by a very heavy pressure, and the use of three or four drills, to grind a hole through this semi-chilled safe in from thirty to sixty minutes, and says to his pupils that any of Lillie's Safes can be drilled the same way.

It would seem that some of his more advanced students having found a most favorable opportunity to test this new philosophy, have already taken the necessary steps to practically and professionally experiment upon this new and wonderful science; I say wonderful, because, if successful, it was to open at once the most important safes and vaults of the country to the whole burglar profession. The result of these experiments will be shown by the following statements, which appear in the "Press," July 14, also other city papers.

Lillie's Chilled Iron Safe—A Bold but Unsuccessful Attempt at Robbery.—The "West Philadelphia Savings Fund" has one of Lillie's No. 2 Bank Safes, purchased of M. C. Sadler, Agent, in this city, some eighteen months since. The safe was left in the office, on Market street, above Broad, on Saturday afternoon, all right.

On Sunday, at twelve P. M., the policeman tried the front door of the office, and found it unlocked. On examining the office he found the burglars had been at work at the safe, but had left with their apparatus. There was a mortise made in the floor in front of the safe for the support of the drill, and a number of holes farther back for an apparatus to create a pressure, and everything done apparently to make the drilling perfect.

A hole was found drilled, or ground, about half an inch into the door, over the lock, in the manner so publicly described in sundry newspaper advertisements, and it would seem this was as far as they could go, as the iron became harder. Next the lock centre was thoroughly tried, but could not be driven in. Next the latch-knobs were taken off, and the knob-spindles were thoroughly tried, and they could not be driven in. A sledge was tried, and that had no effect. A pry was placed behind the door-hinges to pry off the door. This did not succeed; and after all these experiments, the burglars evidently came to the conclusion they could not in any way penetrate the safe, and left in despair voluntarily; not having been disturbed in the least, and having still plenty of time to work. The appearances would clearly indicate that the burglars were at work during Saturday night, most of Sunday, and Sunday evening.

Third National Bank, Philadelphia, July 14, 1864.—I do hereby certify that the statement in the "Press" of the 14th inst., in reference to Lillie's safe at the West Philadelphia Trust Company, is a correct and true statement.
DAVID B. PAUL, President.

The following points are particularly noticeable in the above statements:—

First. The great length of time of the operation.

Second. The fact that the operators left voluntarily, and deliberately taking away their whole apparatus, having a much longer time to work.

Third. The fact that they evidently had the most approved facilities for drilling, or they could not have ground one half inch into sound, hard, chilled iron.

Fourth. The fact that as they got well in towards the wrought iron bars which are the chillers, the iron became so hard they could not even grind any further.

Fifth. The bull-dog courage which the operators manifested to try all other experiments after they had failed and been completely fooled in the great experiment, which was to practically demonstrate to the whole burglar profession the feasibility of David Evans' new science in the art of drilling solid chilled iron 1½ to 2 inches thick.

Sixthly. That notwithstanding the fight was with an army of veterans, fully armed and equipped with the most approved weapons, the Safe, single-handed, unaided, and alone, in a fair stand-up fight, defeated the enemy to cause him to retire from the field, and came out conqueror with scarcely a scar, save one small bullet hole in the outer surface.

So much for David Evans' science. All who need a strictly Burglar Proof Safe will do well, to take a note of the above facts.

A WORD TO THE BURGLAR.

I wish to make a few suggestions to gentlemen of the profession, and more especially to those having any faith in David Evans' philosophy.

As iron-workers you must be aware that one and a half to two inches thickness thoroughly chilled iron, cannot be successfully drilled in any way practical for the burglar, and that your only hope of success must be in finding the iron not thoroughly chilled. The test here introduced shows conclusively that the iron is thoroughly chilled. A test just made by one of the best iron workers of Philadelphia on one of Lillie's Safes, just delivered to the Bank of the Northern Liberties, proves the same thing; and any number of others might be added. You may be assured that Lillie's Safes are usually drill-proof, although among the mercantile Safes it may be possible that a Safe may be found not so hard as it should be.

As to David Evans' statement, that he can drill any of Lillie's Safes, it must be taken with some grains of allowance. He is a Safe maker, and is interested to make this statement. He finds you are opening Evans & Watson's Safe so easily, and so often, that it is very desirable to attract your attention in another direction; and so far as he can get your aid to discredit Lillie's Safe so far, his interest is promoted, for if he can convince anybody that Lillie's Safe is not burglar-proof, he may induce the party to take his Safe as a fire proof. "A word to the wise is sufficient."

Now as iron-workers you must fully understand the difference between penetrating 1½ to 2 inches of chilled iron, and 1-16th to ⅛ inch of sheet iron, and although the prize might be greater in case of success in the former, the increased risk, and the probable failure, might more than counterbalance. It is a common and truthful saying, that a "nimble sixpence is better than a slow shilling;" a small but sure prize may be much better than a very slow and uncertain one, though larger.

A word to David Evans, of the firm of Evans & Watson:—

The above test having been made evidently by your most advanced students, under the most favorable circumstances for them, and made professionally, and so thoroughly, and the result so satisfactory, that we deem this test quite sufficient for the present; therefore will not trouble you to test the Safe on Monday, the 18th inst., as previously announced; but so soon as any act of yours or any of your misrepresentations may seem to require it, we shall expect you to be ready to make a further test, that both the burglar and the people may know that Lillie's Chilled Iron Safe is thoroughly drill-proof, and therefore burglar-proof.

LEWIS LILLIE & SON,
M. C. SADLER, Agent,
21 South Seventh street.

Steck & Co.'s Pianos:—
STECK & CO.'S | MASON & HAMLIN'S | PIANOS.
STECK & CO.'S | CABINET ORGANS. | PIANOS.
J. E. GOULD,
Seventh and Chesnut streets.

E. G. Whitman & Co.,
Manufacturers of New and Delicious Confections, Almond Paste, Chocolate, Caramels, Creams La Mode de Paris, exquisitely flavored.
Roasted Jordan Almonds, &c., &c.
No. 318 Chesnut street, below Fourth.

GROVER'S NEW CHESNUT STREET THEATRE.
GRAND REOPENING.
MONDAY EVENING, JULY 25.
First time in six years in Philadelphia of the grand romantic, musical, spectacular drama,
ALADDIN, OR THE WONDERFUL LAMP.
Presented, after three months' active preparation, in a style of
UNPRECEDENTED MAGNIFICENCE.
Replete with Magnificent Scenery,
Beautiful Dances,
Superb Costumes and Properties,
Wonderful Transformations,
Grand Marches, &c.
Reserved Seats for sale three days in advance.

MARTEL'S GREAT PICTURE
OF THE
NEW YORK CENTRAL PARK.

This magnificent work of art, now rapidly approaching completion, is one of the largest and most elaborate ever undertaken in this country, being about

Four and a half by three and a half feet square,

and embracing a full and complete view of the Great Central Park in all its beauty and grandeur.

Subscriptions for a limited number of the artist's proof sheets will be received here, when the plates will be taken to Europe, where

Messrs. TRUBNER & CO., Paternoster Row, London, and ALBERT L. HEROLD, Rue Richelieu, Paris,

are already receiving subscriptions for the same.

The work can be had by subscription only. Price $5 per copy, payable on delivery.

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PHILIP & SOLOMONS, Washington;
CALLENDER & CO., Philadelphia;
Or, at the publishers,
SITWELL, HARRIS & CO.,
jy20-wsmlm No. 720 BROADWAY, New York.

TO COAL OIL COMPANIES.—AN EXTRA edition of COHEN'S COUNTING-HOUSE CHART for 1864, is asked for by the public, revised to date and to contain all the COAL OIL COMPANIES.

The officers of Coal Oil Companies are respectfully requested to send a list of Officers and Directors of their respective companies immediately to the undersigned. The Chart will be issued on 5th August next, and contain all corporations in the city. Price $1 per copy.
S. E. COHEN, Publisher,
jy20-3t No. 108 S. THIRD Street, Phila.

20 CENTS!—GODEY FOR AUGUST!
PITCHER'S,
jy20-3t No. 808 CHESNUT Street.

NEW ROUTE
TO WILKESBARRE,
VIA
NORTH PENNSYLVANIA RAILROAD.
TIME AND DISTANCE SAVED!
BY 7 A. M. EXPRESS TRAIN, FROM THE NEW DEPOT, THIRD STREET, ABOVE THOMPSON,
ARRIVING IN WILKESBARRE 2·45 P. M.

RETURNING,

Leave WILKESBARRE at 1 P. M., making close connection at Bethlehem with North Pennsylvania Express train, and arrive in Philadelphia at 8·20 P. M.

FARE $4·25.
BAGGAGE CHECKED THROUGH.
ELLIS CLARK,
jy18-12t AGENT.

IN THE MATTER OF THE ASSIGNED Estate of THOMAS FLETCHER.
The Auditor appointed by the Court of Common Pleas for the City and County of Philadelphia to inquire and report whether all the debts and liabilities of THOMAS FLETCHER and CALVIN W. BENNETT, late copartners, trading under the firm of FLETCHER & BENNETT, (who by deed dated April 10, 1840, recorded in Deed Book G. S., No. 11, page 692, assigned unto DANIEL C. WHARTON all their estate, joint and several, in trust for their creditors), as well as all the separate debts of said THOMAS FLETCHER, which were a claim upon the estate assigned by the deed of trust aforesaid, as well as under a previous one, dated October 1, 1839, executed by said THOMAS FLETCHER to said DANIEL C. WHARTON, have been fully paid and discharged, with a view to the said Court ordering and directing the said assignee, DANIEL C. WHARTON, to reconvey to said THOMAS FLETCHER all the assigned estate remaining in his hands or possession, and all outstanding interest in the same, will attend to the duties of his appointment, on MONDAY, August 1, 1864, at 11 o'clock A. M., at his Office, No. 717 WALNUT Street, in the city of Philadelphia, whereof all parties interested are hereby notified. JOHN CLAYTON,
jy20-wfm-5t Auditor.

INVALIDS AND CONVALESCENTS, Invalids and Convalescents,
Invalids and Convalescents,
Invalids and Convalescents,
Especially
Especially
Females in Delicate Health,
Females in Delicate Health,
Females in Delicate Health,
Will find our
California Wines, California Wines,
California Wines, California Wines,
California Wines, California Wines,
peculiarly valuable in all cases of languor and great prostration of strength.
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Ask Ask Ask Ask Ask
Ask Ask Ask Ask Ask
Drs. McClelland, Gebhard, Samuel Jackson,
(of the Pennsylvania University),
Hering, Berens, Groves, Hartshorne
Schmoele, Williams, Hartley, Neidhard,
Wilson, Tindal, Vinal, Fondey,
Knorr, Mayland,
and other leading physicians, what they think of the medicinal virtues of California Wines! These gentlemen prescribe our brands, and assure us of the benefits patients receive from their use!
CALIFORNIA WINE AGENCY,
je21-1m No. 42 S. FIFTH street, above Chesnut.

HENRY SIMONS,
UNITED STATES NATIONAL
WAGON AND COACH WORKS,
Office, No. 521 NEW MARKET Street,
And Factory, corner of
SECOND AND CUMBERLAND STREETS,
PHILADELPHIA.
All and every kind of
WAGONS, CARTS, DRAYS, WHEELBARROWS, and TIMBER WHEELS, adapted to Army, Road, Sutler, or Plantation purposes. All work warranted.
Orders promptly attended to. 1st-tf

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to all vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters and Machinists having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedts' Patent Metallic Composition," or Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
mh11-tf Delaware avenue, above Laurel Street.

THE SUBSCRIBERS HAVE ASSOCIATED themselves together under the firm of BOLTON, DYKEMAN & CO., and will continue the Car Building Business in all its branches, at the old establishment, corner TWENTY-FIRST and HAMILTON Streets.
JOSEPH R. BOLTON,
GEORGE R. DYKEMAN,
jy1-1m* O. W. CHILDS.

NO DECEPTION.—NO INFERIOR COAL purchased to offer below the cost price of a superior article. SAMUEL W. HESS, BROAD Street, above Race, east side, sells the genuine EAGLE VEIN, best and purest mined. Egg and Stove sizes, $11; Large Nut, $10 per ton.

Consumers should make their purchases at once, previous to another advance. 1st4-3m

VILLAGE GREEN SEMINARY.—MILITARY Boarding School—Begins September 1.—Terms very moderate. Thorough course in Mathematics, Languages, English Studies, &c. Pupils have benefit of a home. Practical lessons in Surveying and Civil Engineering. Boys of all ages taken. Address for Catalogue,
jy16-1m REV. J. HERVEY BARTON.

DELIGHTFUL EXCURSIONS
ON THE
RIVER SCHUYLKILL.
The Steamboat GENERAL HOOKER, Captain MARKLE, leaves Fairmount every hour for Schuylkill Heights, Laurel Hill, Belmont Cottage, the Falls and Wissahickon. jy1-tf

AUCTION SALES.

CHARLES C. MACKEY, AUCTIONEER, No. 138 MARKET Street, between Third and Fourth.
STOCK OF TIN WARE, TINMEN'S TOOLS, AND MACHINES.
On Friday morning,
At 10 o'clock, a stock of Housekeeping Tin Ware, Tools, Machines, &c., of a person quitting business.

AUCTION SALE OF CONDEMNED Horses.
War Department,
Cavalry Bureau,
Office of Chief Quartermaster,
Washington, D. C., July 4, 1864.
Will be sold at public auction, to the highest bidder, at the times and places named below:—
LEBANON, Pa., THURSDAY, July 14, 1864.
READING, Pa., THURSDAY, July 21, 1864.
HARRISBURG, Pa., THURSDAY, July 28, 1864.
ALTOONA, Pa., THURSDAY, August 4, 1864.
WILLIAMSPORT, Pa., THURSDAY, August 11, 1864.
TWO HUNDRED (200) CAVALRY HORSES at each place.
These Horses have been condemned as unfit for the cavalry service of the army.
For road and farm purposes many good bargains may be had.
Horses sold singly.
Terms—Cash, in United States Currency.
JAMES A. EKIN,
Lieutenant-Colonel and Chief Quartermaster
jy9-30t Cavalry Bureau.

WANTS.

WANTED IMMEDIATELY,
Three or Four Carpenters,
At No. 232 CARTER Street.
jy18-3t THOS. M. PLOWMAN.

TO PHOTOGRAPHERS.—WANTED, A first-rate Operator on Ferrotype Plates, at No. 41½ N. EIGHTH Street. jy18-3t

WANTED, AN ENGINEER.—Apply at No. 326 CHESNUT Street. jy12-tf

TEAMSTERS WANTED.
Chief Quartermaster's Office,
Washington Depot,
Washington, D. C., July 8, 1864.
Wanted, at once, THREE HUNDRED TEAMSTERS, each capable of driving with single line, and managing six mule teams.
To such who are competent to perform the duty, the pay per month will be thirty dollars, with one ration per day, and hospital privileges, including the best medical attendance when sick.
Apply to Captain CHAS. H. TOMPKINS, A. Q. M., U. S. A., corner of TWENTY-SECOND and G Streets, Washington, D. C.
D. H. RUCKER,
Brigadier-General and Chief Quartermaster,
jy11-18t Depot of Washington.

BLACKSMITHS AND WHEELWRIGHTS Wanted.
Chief Quartermaster's Office,
Washington Depot,
Washington, D. C., July 4, 1864.
Wanted at once, to work in Government Repair Shops, Quartermaster's Department, Depot of Washington, One Hundred (100) good BLACKSMITHS and One Hundred (100) good WHEELWRIGHTS.
The pay per month will be Sixty Dollars ($60), with one (1) ration per day, and hospital privileges when sick.
Apply to Captain CHARLES H. TOMPKINS, A. Q. M., United States Army, corner Twenty-second and G streets, Washington, D. C.
D. H. RUCKER,
Brigadier-General and Chief Quartermaster,
jy4-18t Department of Washington.

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FOR SALE.—$50,000 WORTH IN GOOD Houses, large and small, on terms to suit purchasers, either with or without incumbrance, for cash and good trade. Inquire of, from 10 to 12 o'clock, A. M.
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SWORDS,
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SANSOM STREET HALL,
SANSOM Street, above Sixth.
PRESENTATION SWORDS
Made to order at the shortest notice, which for richness and magnificence challenge competition, no other house in the country combining the MANUFACTURING JEWELER WITH THE PRACTICAL SWORD MAKER. 1st

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ROACHES, RATS, MICE,
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USE
BURT'S VERMIN EXTERMINATOR.
IT IS INFALLIBLE! IT IS INFALLIBLE!
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Does not Spoil or Get Dry and Worthless by Keeping, Like some Other Preparations.
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RATS AND MICE DIE OUT OF THEIR HOLES.
Is Not Dangerous to Use.
Gives Satisfaction to all who use it.
Sold by all Druggists and Dealers throughout the United States.
Caution.—Be sure and ask for Burt's Exterminator, in large boxes, with the red label, and signed by the Proprietor, E. Burt, Jr. Take no other.
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Very excellent Dwelling, No. 457 N. Fourth street. Lot 20 by 85 feet deep, 11 rooms. Price $7000. Immediate possession of both.
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PROPRIETOR.
This favorite house, which is most delightfully situated, near the beach, has been newly repapered, repainted, and thoroughly regenerated, and is now open for the reception of guests, offering the comforts of a home, combined with all the luxuries of the season.
Terms moderate. jy8-1m

CONGRESS HALL, ATLANTIC CITY.—I would respectfully inform my friends and the public, that I have again taken Congress Hall, this being the third year, and have made every preparation for the coming season, the house being enlarged, remodelled, new furniture, the chambers with spring beds, &c., &c., and will accommodate four hundred guests. You will find no better place than Congress Hall. It is the nearest to the ocean of any of the large houses of Atlantic City, being but one hundred yards from the beach, thus presenting itself an advantage to the public. There cannot be any better bathing than at Atlantic this summer. The sand bar that was such a great drawback last season has all been swept away by the high tides of last winter, forming itself the best bathing surf on the Atlantic sea-board.
There is an excellent Band of Music engaged.
Attached is a splendid Billiard Room.
je13-tf G. W. HINKLE.

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ATLANTIC CITY,
NEW JERSEY.
GEO. D. GLENN, Proprietor.
(Long and favorably known as proprietor of OYSTER BAY, SIXTH and CHESNUT Streets.)
Parties accommodated with Boats, Fishing Lines, &c., &c. Cars run to the house every twenty minutes. je9-tf

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ATLANTIC CITY, NEW JERSEY.
This celebrated Hotel is now open for the reception of guests, and is under the supervision of Colonel James W. Powers, with Mr. Edward Hartwell as Assistant.
Practical and experienced persons have been employed for each department, and every exertion will be made to conduct the same to the entire satisfaction of the public.
After July 1, four trains will leave Vine Street Ferry, daily; the Fast Line through in two hours, without stopping at the way stations.
A passenger car will be run from the Hotel to the Inlet every twenty minutes.
Hassler's Band, under the direction of Mr. Simon Hassler, has been engaged for the season.
Persons wishing to engage rooms will address
BROWN & WOELPPER,
Proprietors,
Atlantic City, New Jersey.
N. B.—The Sand Bar which last year formed opposite the shore has entirely disappeared, leaving the beach one of the best and safest on the coast. je25-1m

EXCHANGE HOTEL, ATLANTIC CITY.—The subscriber, grateful for past favors, tenders thanks to his patrons and the public for the generous custom given him, and begs leave to say that he is now open for the season, and ready to receive boarders, permanent and transient, on the most moderate terms. The bar will always be supplied with the choicest wines, liquors, and cigars, and superior old ale. The tables will be set with the best the market affords.
Fishing lines and tackle always on hand.
Stable room on the premises.
All the comforts of a home can always be found at the Exchange. GEORGE HAYDAY,
je9-tf Proprietor.

COLUMBIA HOUSE,
ATLANTIC CITY,
NEW JERSEY.
SITUATE ON KENTUCKY AVENUE,
OPPOSITE THE SURF HOUSE.
EDWARD DOYLE, Proprietor.
Terms to suit the times. je8-tf

THE ALHAMBRA, ATLANTIC CITY, N. J., is now open for visitors. The rooms and table are unsurpassed by any on the Island. Terms moderate.
je30-1m* DUBOSQ & YOUNG, Proprietors.

SEA-BATHING—SEA-BATHING.
NATIONAL HALL,
CAPE ISLAND, CAPE MAY, N. J.
Children under 12 years of age and servants half price.
Superior accommodations and ample room
FOR TWO HUNDRED PERSONS.
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ORLEANS HOUSE,
No. 531 CHESNUT STREET,
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This House is kept on the European Plan; the Rooms are convenient and well ventilated. The Restaurant offers all luxuries of the season.
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RUN NO RISK!!!—
We refund the money, if desired, for every lot of Shirts which fail in any respect.
FINE SHIRTS,
CUT LENGTHWISE OF MUSLIN.
Made of New York Mills Muslin, and very fine Linen Bosoms. Only $4·75. Usual price $6·00.
Williamsville Mills Muslin, and fine Linen Bosoms, Only $4·50. Usual price $5·50.
GENTLEMEN'S FURNISHING GOODS.
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1024 CHESNUT STREET.
The attention of LADIES VISITING THE CITY, or those about LEAVING it for "Watering Places," or "the Country," is respectfully invited to the extensive stock of WHITE GOODS suitable for SUMMER WEAR, for WHITE BODIES, MORNING WRAPPERS, &c.
An extensive assortment is offered in Lace and Worked Edgings and Insertings, Veils, Handkerchiefs, Collars, Sleeves, and in plain and fancy Plaid, Striped, and Figured White Goods AT PRICES MUCH BELOW THEIR PRESENT RETAIL VALUE.
100 Printed Linen Cambric Dresses.
100 pieces Puffed, Tucked, and Striped Muslins.
E. M. NEEDLES.
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628 HOOP SKIRTS. 628
Manufactory, No. 628 ARCH Street,
Above Sixth street,
Philadelphia.
Wholesale and Retail.
The most complete assortment of Ladies, Misses', and Children's Hoop Skirts in the city, in every respect first-class, which for style, finish, durability, and cheapness, have no equal in the market.
Skirts made to order, altered, and repaired.
fe4-ly WM. T. HOPKINS.

Evening Telegraph

WEDNESDAY, JULY 20, 1864.

SPIRIT OF THE NEW YORK PRESS.

Leading Editorials from the New York Papers This Morning.

NEUTRALITY—ENGLISH AND AMERICAN.

From the Tribune.

It is well known to those who have followed the course of the discussions in the English Parliament concerning the violations of British neutrality that the Attorney-General, after being driven to admit the remissness of the Government in the matter of the *Alabama* and other Anglo-Rebel pirates, fell back upon American [illegible]ents as a justification of English unfriendliness to this country.

The argument passed for a good one with those who were ignorant of the cases cited by the Attorney-General, and who supposed that he would not venture to misrepresent the force and effect of judicial decisions and opinions. It was reserved for an American lawyer to expose the fallacies of the English. Mr. George Bemis, of Boston, has collected a summary of the cases bearing on the point, under the title "Precedent of American Neutrality," and with abundant learning and a professional acuteness that Sir Roundell Palmer will admire while he winces under it, has illustrated and re-established the true American doctrine.

The vessel in question was the *Georgia*, which was built at Dumbarton on the Clyde, went to sea with a Liverpool crew shipped nominally for Shanghae, received her armament off the coast of France, and started on her piratical cruise while registered at Liverpool as the property of a Liverpool merchant, and so continuing for nearly three months, during which she was burning American [illegible]. Subsequently the vessel returned to Liverpool, sailing under the commission of the Rebel Government, and Mr. Baring put the question in Parliament whether it consisted with the Ministry's views of neutrality to permit her to enter and remain in a British port.

The Attorney-General replied in substance that her commission from a Power which England had recognized as belligerent, estopped an inquiry into the circumstances of her outfit, and that the United States "never adopted the practice of inquiring into the previous history of public ship-of-war which labored under the suspicion or allegation of having been fitted out in their ports in violation of their neutrality." And he cited the cases of the *Santissima Trinidad* and the *Cassius*, quoting therefrom a dictum of Mr. Justice Story, and summarizing the two in the statement that "the *Santissima Trinidad* and the *Cassius* were both received into the ports of the United States, held not to be amenable to courts of law, and never ordered by the Government to leave any port."

But there happens to be complete documentary history of the career of these vessels, and the facts are so unlike the Attorney-General's statement that the charitable will presume he was only ignorant of what he undertook to aver. A despatch from Mr. Pickering, American Secretary of State, to Mr. Pinckney, American Minister to the French Republic, dated January 16, 1797, recites that the *Cassius*, under the name of *Les Jumeaux*, was illegally fitted out in Philadelphia, escaped from that port, and evaded an attempt to stop her by the militia of Delaware, under orders from Washington.

The agent, however, by whom she had been fitted out, was tried for the offence, convicted, and sentenced to fine and imprisonment. Nor did the efforts of the Government cease with the escape of the vessel. A circular was issued by the Secretary of War to the Governors of the maritime States, setting forth that the *Cassius*—or *Les Jumeaux*—had gone to sea, and might be expected to return to some American port to complete her equipment, and directing her seizure, and the arrest of the captain, officers, and men.

But warned of this circular, the *Cassius* went to a French port in St. Domingo, was sold to the French Government, put in commission, and then returned to Philadelphia with all the authority of a regular ship-of-war of the French Government. Still she was not deemed exempt from hostile proceedings. Suits were begun against the vessel, the captain arrested, the suits tried in the Federal Courts, sustained by the Executive authority, and "a final condemnation of forfeiture in a '*qui tam*' suit was pronounced, and (we have no doubt) enforced under national auspices."

The French Minister complained bitterly of these proceedings, and the American Government was deemed to have gone to the verge even of war with France, in order to enforce its neutrality, and protect British commerce from French privateers fitted out in American ports. If England had acted in such a spirit, with anything like the same good faith, and without any risk to herself, as in the case of the *Alabama* and *Georgia* she might have done, is it possible to conceive that either of those vessels would have been permitted to leave a British port, or to return to one?

The only possible question in the *Cassius* case is whether the forfeiture was actually enforced nor can there be a reasonable doubt on that point in view of the concurring testimony of three Judges of the Supreme Court, one of whom was Chief Justice Marshall. But on that, and on the merits of the whole matter, Mr. Bemis thus forcibly sums up:—

"If, perchance, any doubt hangs over the final result of the suit for a forfeiture, all we have to say is that we shall be content to have the British nation act towards the *Georgia*, and all that tribe, in the spirit of the *Cassius* precedent—*leaving out the forfeiture*. When the British Government have sent an armed force to prevent the escape of another *Georgia* as soon as they are informed of such an expedition being meditated in their ports; when they have indicted, convicted, and punished her builders and equippers, in case she was escaped; when they have sent orders to all the ports of the British Empire to seize her, in case she makes her appearance again before going into a Confederate port to procure a legitimate transfer and a national commission; when, after having fortified herself with a (so called) national character, and having again come within British jurisdiction, they shall have upheld and justified civil and penal proceedings against her at the risk of a war with as powerful a nation as France, and which proceedings shall have detained her till she rots at the wharf, and is abandoned in disgust by her belligerent equippers—for one, we shall confess ourselves satisfied with British administration of international law. Until then, we shall hope never to hear this precedent of the *Cassius* drawn forth again from the file as an arrow from the quiver of an enemy."

Concerning the *Santissima Trinidad* case we have only space to say that Mr. Bemis' exposition of it is equally satisfactory with that of the *Cassius*, and equally fatal to the claim of the English Attorney-General, whether in respect of familiarity with the learning of his profession or justice to the country which he assails. The pamphlet before us contains the results of far wider research than we are able to indicate in this article, and we commend it as a whole to the study of Sir Roundell Palmer, or of the next English lawyer who attempts to build a defense of English injustice on American precedents which do not exist.

THE MILITARY SITUATION—THE NEW DRAFT A DECISIVE SOLUTION.

From the Times.

The progress of the war has vastly simplified its operation. Instead of being waged in detail at a multitude of points along border lines and coast lines, with intervals of hundreds, and even thousands of miles, it now is made to bear almost exclusively upon two positions—Richmond and Atlanta—the one recognized to be the key to the northeastern, the other to the southwestern portion of the "Confederacy."

If these places are captured and the armies which defend them are compelled to surrender, an end at once is made of the Rebellion, for the Rebels have no other forces numerous enough to make any stand, and no remaining able-bodied population from which to raise such forces. If the places are captured and the Rebel armies escape, those armies, in order to save their communications, will be compelled to fall back into the southeastern portion of the "Confederacy," embracing North Carolina, South Carolina, and perhaps the eastern third of Georgia.

Cooped up into this narrow compass, they will be beleaguered on all sides by the national armies. When it once comes to that, there can be but one result, and that not long delayed. The Rebel armies may fortify themselves ever so impregnably, they may keep the national armies at bay ever so completely, they will yet find it impossible to supply themselves from the arable ground within that limited region, with their necessary subsistence. There are no two States east of the Mississippi—Florida excepted, yet almost an unbroken wilderness—whose cultivated soil bears so small a proportion to the area of the State as North Carolina and South Carolina.

There are no two States, with that exception, so extensively covered by pine barrens and swamps. It is not a natural possibility for them to furnish, in addition to their own home necessities, a quarter of the subsistence that would be required by the two great Rebel armies, if once forced back into their limits. Even were not a gun fired on our side in assault, the question of the surrender of Lee and Johnston would be simply a question of months. The war will be virtually settled from the day the national armies close in upon them, on or near the line of the Savannah river on the one side, and on the line stretching west from the Albemarle Sound on the other.

The really decisive work, then, is the capturing of Richmond and Atlanta. The accomplishment of this, in each case, is attended with peculiar difficulties, and also peculiar facilities. In the case of Richmond there is an embarrassing necessity of operating as to give the Rebel commander no opportunity to detach a sufficient force to obtain possession of Baltimore and Washington. But on the other hand is the advantage of a direct water communication to the base of aggressive operations.

It is not possible for the Rebels to interfere in any degree with the regular supplies of General Grant's army. Again, an advanced position south of Petersburg has already been secured, from which the Rebels have no power to dislodge us—a position which will alike serve General Grant either as a *point d'appui* for a combination of active aggressive movements in full force, or as a secure socket for the cavalry arm in operating against the two railroads upon which alone Lee's army has now to depend for the conveyance of its supplies.

In the case of Atlanta, our army has the peculiar disadvantage of being obliged to protect its own extended line of supplies—a line of not less than one hundred and twenty miles to Chattanooga, its secondary base, and running through a country of thick forests, and of innumerable defiles, which give great facilities for secret and sudden attack. But, on the other hand, General Sherman, after weeks of splendid strategy and fighting, has succeeded in bringing his army in position close upon Atlanta, and the conformation of the ground in its vicinity is such as to admit of no effective fortifying. If General Sherman can keep his line of supply clear, he will, to all appearance, soon be able either to take Atlanta by direct assault, or to turn it, as he has so many other stronger positions, and compel its evacuation.

If this be a correct view of the present military situation, it is evident that to guarantee success, more men are needed in both of our armies. General Grant needs them to prevent a repetition of such Rebel movements into Maryland as that which has just occurred, which might have wrought, though it did not, prodigious harm. General Sherman needs them to protect his line of communications, the interruption of which for any continued period would oblige him to retreat, and might even produce the destruction of his army. It is not necessary that veteran troops should be used to any great extent for either of these purposes.

Properly officered, and with proper protective works at the right positions, the greater part of the force necessary to hold the valley of the Shenandoah in Northern Virginia and the line of the railroad in Northern Georgia, might as well consist of short-term recruits. Were they sufficiently numerous, no such thorough discipline would be necessary for their defensive work, as is requisite when one of the grand armies is pitted in the broad field against the other.

As a fixed military policy, short terms of service are not advantageous, but perhaps in the management of this war, thus far, a mistake has been committed in confining enlistments too much to the long period of three years. The great difficulty of obtaining recruits in sufficient numbers has come from this cause. Tens of thousands, we believe, in fact, hundreds of thousands, would promptly enough have volunteered for six months, or even nine or twelve months, who felt it too great a sacrifice to leave their business and their families for three years.

Had they been called upon for the short period, they would have relieved the veterans of a vast deal of work and care, exterior to the main campaign lines, and have greatly promoted concentration. As a reserve, too, they could have done effective fighting. There is good reason to believe that Gettysburg, the most momentous battle that has yet been fought, might have been lost to us had it not been for the numbers of nine months men who were among the combatants; and the Western hundred days' men now in General Sherman's advance, have been warmly complimented by the old general officers for the vigor and efficiency of their assaults.

Under the terrible baptism of fire and blood, the American, however inexperienced, quickly becomes a good soldier. Three years enlistments ought to be kept up with an activity sufficient to make good to the veteran regiments the heavy losses which they have sustained since the present campaign opened, and to fill the places of those whose terms are expiring. Beyond that, we believe that all effort should be confined to the raising of men for more limited periods.

Probably it is not too much to say that it would be easier to procure four or five men for twelve months service than one for three years service. Inasmuch as one of the former is about as good as the latter for guard duty and many other sorts of service, secondary and yet none the less necessary, the enlisting for short terms, to meet the new call, will serve every practical purpose of the Government, and at the same time enable every State, we trust, to make up its quota by volunteering, instead of the compulsory draft.

SPECIAL NOTICES.

☞ THE COMING DRAFT.

TO ENROLLED CITIZENS.

WE HAVE NOW ON HAND

TWENTY ALIEN AND CONTRABAND SUBSTITUTES.

Call at once at the Agency,

No. 428 WALNUT STREET,

and secure a Substitute that will exempt you from service during the time of his enlistment, viz.:—Three years.

The draft will certainly take place on

SEPTEMBER 5, 1864.

Do not fail to call at once.

jy20-3t S. H. JOSEPH & CO.

☞ TO THE PHYSICIANS OF PHILADELPHIA.—Gentlemen of the Faculty:—Having constructed an apparatus (the first and only one ever brought before the medical profession) that may be used with perfect safety as a therapeutical agent in the treatment of Deafness, Throat Diseases, and in all affections of the air passages; and as it is well known to you and the public that I have for years had the largest practice of any Surgeon in the United States in the treatment of these maladies, and, consequently, I have had abundant opportunities of testing the efficacy of my apparatus, I, therefore, for the sake of the progress of medical science, invite you to my office, to make a personal examination of its wonderful properties and adaptibility to the cure of those diseases and furtherance of medical science.

F. A. VON MOSCHZISKER, M. D., Oculist and Aurist,

jy20-tf No. 1027 WALNUT Street.

☞ CALL FOR A COUNTY CONVENTION to Avoid the Draft.

At a meeting of the Delegates from the Ward Bounty Fund Committees, held July 9, 1864, the following resolutions, on motion of Sheriff John Thompson, were adopted:—

Resolved, That the Wards be requested to reorganize for the purpose of encouraging enlistments.

Resolved, That each ward be requested to elect three Delegates to a general Convention, whose duty it shall be to superintend the general interests of the Wards, to promote unity in their action, and to adopt such measures as in their judgment shall be best adapted to fill the quota of the city under any future call of the President.

Resolved, That the officers of this meeting be requested to issue a call for such convention immediately on the issuing of the call for men by the President of the United States.

In conformity with the above resolutions, the delegates that may be appointed by the Wards are requested to meet on MONDAY EVENING next, July 25, in District Court Room No. 2, at 8 o'clock.

DANIEL STEINMETZ, President.

JOHN K. VALENTINE, Secretary. jy20-tf

☞ $700 CASH PAID TO SUBSTITUTES, AND PRINCIPALS SUPPLIED. At No. 400 LIBRARY Street above Fourth st. jy20 5t

☞ OFFICE CITIZENS' VOLUNTEER SUBSTITUTE COMMITTEE, No. 422 WALNUT Street, July 16, 1864.—This Committee has REMOVED to No. 422 WALNUT Street, upstairs, where it will receive applications from citizens desirous to secure Substitutes or representatives. A payment of $[illegible] to be made at the time of application, and a power of attorney to be given for the City Bounty. Substitutes furnished in the order of application.

Veterans and aliens desiring to enlist as substitutes will apply to the Committee, who will have them mustered into service, when they can select their own regiments. Besides the bounty paid by the Government, they will receive from the Committee SIX HUNDRED AND FIFTY DOLLARS in Cash, on day of muster, without deduction for commission or brokerage. No charge of any kind is made.

Veterans are especially wanted in the service, and can thus re-enlist on the most advantageous conditions.

Office hours from 10 A. M. to 2 P. M., and from 4 to 6 P. M.

DANIEL STEINMETZ, Chairman.
J. I. CLARK HARE,
JOHN THOMPSON,
CLEMENT B. PENROSE,
J. G. ROSENGARTEN, Treasurer.
jy16-2w HENRY C. LEA, Secretary.

☞ OFFICE OF THE GIRARD COLLEGE Passenger Railway Company, corner of COLUMBIA and RIDGE Avenues.

PHILADELPHIA, July 11, 1864.

The Board of Directors of "The Girard College Passenger Railway Company" have this day declared a dividend of ONE DOLLAR per share on each share of the capital stock of this Company, payable on the 18th inst. to the stockholders or their legal representatives, clear of all taxes.

The Transfer Books will be closed till the 18th inst.

WM. S. BLIGHT,

jy12-wfm4t

☞ DIVIDEND NOTICE.—OFFICE OF the SCHUYLKILL AND OIL CREEK OIL COMPANY, No. 524 WALNUT STREET.

PHILADELPHIA, July 18, 1864.

The Board of Directors have this day declared a dividend of one per cent on the Capital Stock, payable free of State tax on and after the 28th instant.

The Transfer Books will close on the 20th inst., at 3 P. M., and open on the 28th.

jy19-5t* L. I. DEMUTH, Secretary.

☞ OFFICE PHILADELPHIA AND Trenton Railroad Company.

PHILADELPHIA, July 16, 1864.

The Board of Directors have this day declared a semi-annual Dividend of FIVE PER CENT. clear of all taxes, from the profits of the Company, payable to the Stockholders or their legal representatives, on and after the 21st instant. The Transfer Books will be closed until the 21st instant.

A. H. THOMSON,

jy15-1jy25 Treasurer.

MILITARY NOTICES.

THIRD COAL REGIMENT.

THIS REGIMENT

IS

RAPIDLY FILLING UP.

ONLY TWO MORE COMPANIES CAN BE ACCEPTED.

THE REGIMENT

WILL BE THEN READY

TO TAKE THE FIELD.

Immediate Application Should be Made.

ALL RECRUITING EXPENSES PAID.

JOHN R. HASLETT,

COLONEL COMMANDING.

HEADQUARTERS,

No. 205½ WALNUT STREET.

OFFICE CITY BOUNTY COMMISSION, No. 112 PRUNE Street.—"Substitutes."—The City Bounty of two hundred and fifty dollars will be paid in cases where enrolled citizens of Philadelphia, in advance of the draft, put in three years' substitutes not liable to draft, and proper credit is given upon the quota of their districts.

If citizens not enrolled put in substitutes, the substitute is regarded as a volunteer, and on a proper evidence of his being credited is entitled to the bounty.

The opportunity is thus afforded for citizens to aid the cause, while procuring exemptions for themselves, and assisting the city to fill its quota. jy5

HEADQUARTERS PROVOST MARSHAL, First District, Pa.

PHILADELPHIA, June 28, 1864.

The names of persons removing to or from this District will be added to or stricken from the lists of enrolment. Copies of the lists are open for public inspection, and civil officers and all citizens are invited to appear and point out errors in the lists and give such information as may aid in the correction and revision thereof. Any person enrolled may appear before the Board and claim to have his name stricken off the lists if he can show satisfactorily that he is not properly enrolled, on account of *Alienage, Non-residence, Over-age, Permanent Physical Disability*.

A compliance with the foregoing suggestions is earnestly solicited.

WM. E. LEHMAN,

je29-tf Captain and Provost Marshal.

WANTED FOR THE UNITED STATES Marine Corps (a varied and exciting life by sea and land), three hundred able-bodied men, to perform the duties of a soldier at our Navy Yard, and aboard United States ships-of-war on foreign stations.

Better compensation than the army. A ship-of-war is a comfortable home. The Marine Corps is the best equipped Corps in the service. Prize Money in abundance.

THE LOCAL BOUNTIES PAID TO RECRUITS.

For all other information apply daily at the Recruiting Rendezvous, No. 311 S. FRONT Street, below Spruce, between the hours of nine and three o'clock.

JAMES LEWIS,

Captain and Recruiting Officer,

my5-tf No. 311 S. FRONT Street.

FINANCIAL.

SPECIAL NOTICE

TO THE

HOLDERS

OF THE

Small 7-30 U. S. Treasury Notes.

SEVEN-THIRTY NOTES,

OF THE DENOMINATIONS OF

50's AND 100's,

CAN NOW BE CONVERTED IN

BONDS OF THE LOAN OF 1881,

OF THE SAME DENOMINATION.

For information, apply at the office of

JAY COOKE & CO.,

jy5-1m] BANKERS,

No. 114 S. THIRD Street.

HEWES & RAHM,

BANKERS AND EXCHANGE BROKERS,

No. 52 S. THIRD STREET.

DEALERS IN

SPECIE, BANK NOTES, AND GOVERNMENT SECURITIES.

Stocks Bought and Sold on Commission. Collections promptly made. ap30-tf

STOCKS AND SECURITIES

BOUGHT AND SOLD

ON COMMISSION,

DE HAVEN & BROTHER,

8/8-2 No. 40 S. THIRD STREET.

SMITH & RANDOLPH,

No. 16 S. THIRD STREET,

BANKERS AND BROKERS.

Specie, Stocks, Quartermasters' Vouchers and Checks, and all Government securities Bought and Sold. [mb12

SEVENTH

NATIONAL BANK,

No. 216 MARKET STREET,

(CORNER OF STRAWBERRY.)

Capital $125,000.

To be Increased to $500,000.

DIRECTORS.

HENRY G. MORRIS, of Morris, Tasker & Co., Pascal Iron Works, Fifth and Tasker sts.

CHARLES S. CLOSE, of Close & Nesbit, Builders, No. 331 Reed street.

JAMES M. PRESTON, Manufacturer of Woolen Goods, Manayunk.

J. A. WATERS, of J. A. Waters & Co., Wholesale Grocers, No. 123 Market street.

S. B. COUGHLIN, Real Estate, No. 602 N. Thirteenth street.

WM. F. CLYDE, Agent Philad'a and New York Express S. B. Co., No. 14 S. Delaware Ave.

GEORGE W. HILL, Manufacturer of Carpetings, No. 126 N. Third street.

J. W. SOUDER, Wholesale Boots and Shoes, No. 509 Market street.

J. Z. DEHAVEN, Importer of Wines, Brandies, &c., Nos. 30 and 32 S. Delaware Avenue.

This Bank having been duly authorized to commence business under the National Currency Act, is now prepared to receive DEPOSITS, make Collections, and transact a General BANKING BUSINESS.

Discount days on TUESDAY and FRIDAY of each week.

J. Z. DEHAVEN, President.

E. S. HALL, Cashier.

PHILADELPHIA, June 30, 1864. je30-1m

OWN YOUR COLLIERIES

AND

GET YOUR COAL AT COST.

THIS EFFECTUAL PLAN OF CHEAPENING COAL

To about half the market price, offered by the

BROAD MOUNTAIN

MAMMOTH VEIN COAL COMPANY,

No. 121 S. THIRD STREET,

is successfully progressing to its full, speedy, and triumphant consummation.

The great works of the Company, near Tremont, Schuylkill county, are NEARLY COMPLETED, and will supply all SHAREHOLDERS from October next, with the best kinds of COAL AT THE PRIME COST, viz.:—

Two Heavy Tons on Each Share Every Year for Twenty-five Years.

The price of each Share in the present series is $12.50, payable half on subscription and half on August 2d next, (and in the next two series it will be $15 and $20).

The MARKET PRICE of a heavy ton (2240 lbs.) of Coal is now ... $12 25

The PRIME COST PRICE of the same at present rates (July) is:—

For mining, preparing, royalty, and general expenses ... $2 25
Transportation over branch railroad ... 35
Transportation over main railroad to Philadelphia ... 3 10
Transportation from depot to yard ... 10
Yard expenses ... 25
Carting from yard to Shareholder's house ... 50
Total cost of gross ton delivered at the house in Philadelphia ... 6 55

Difference between market price and cost price ... $5 70

This makes a saving on two tons for each share of $11.40.

Should the market price be higher, the saving will be still greater, and should the market price be lower, then the cost price will be proportionately lower.

But this is not all. The Company having very large works, and INEXHAUSTIBLE COAL BEDS, FIVE MILES IN LENGTH, will mine much more coal than is annually required for the Stockholders. All the surplus coal will be sold at the ruling market rates, and ALL THE PROFITS will be distributed every six months as CASH DIVIDENDS, among the Shareholders; from which it is confidently expected they will realize every year from 40 to 60 per cent. on their investments, after the first year, in addition to the savings on their coal.

The Company possesses EXCLUSIVE MINING AND TIMBER RIGHTS for a quarter of a century (25 years) in one of the best and richest coal tracts in Schuylkill county, comprising the Mammoth Vein, the Black Heath, Primrose, Daniel, and other Veins. The coal of the Mammoth Vein is White Ash; that of the other Veins partly White Ash, partly Red Ash.

DIRECTORS.

WILLIAM SCHMŒLE, President.
ROBERT P. KING,
HENRY SCHMŒLE,
ALBERT B. JARDEN,
WILLIAM FORD, Secretary.

For further information, and for shares (at $12.50, payable half on subscribing and half on August 2, next) apply at the

OFFICE, NO. 121 S. THIRD STREET,

OPPOSITE THE GIRARD BANK.

For READING and vicinity, the Hon. JOSEPH S. HOYER, Mayor of Reading, has accepted the Agency of the Company, after having personally visited and examined the mines and affairs of the Company. The citizens of Reading and vicinity will apply for information and shares at the MAYOR'S OFFICE, at Reading.

The cost price of a gross ton of Coal at Reading, delivered at the house of a shareholder, is at present rates not over $4.50, while the market price amounts to more than double that sum.

HENRY SCHMŒLE,

jy14-15t TREASURER.

VANCE STEWART

ROCK OIL COMPANY.

Incorporated June 29, 1864.

Capital, $300,000.

60,000 SHARES ... $5 A SHARE—PAR.

Subscription $5 each share to original subscribers for 50,000 shares payable $1 cash down upon subscribing, and two other Instalments of $1 each, payable on the 25th July and 25th August, 1864, respectively.

TEN THOUSAND SHARES

Reserved for Benefit of the Company.

The land purchased by the Vance Stewart Rock Oil Company contains one hundred and thirty-one acres, in the very core of the oil region, one thousand three hundred and ten feet on the Allegheny river, in Cranberry township, extending a considerable distance upon both sides of the Lower Two Mile Run, commonly called Van Buren Run, a couple of miles below Franklin, in Venango county, Pennsylvania. The Allegheny River Territory is yielding an abundant and permanent harvest of an excellent quality of Oil, the numerous wells bordering its banks producing Oil with even still greater regularity than the wells along Oil Creek.

It is believed the flow of Oil below the borough of Franklin, on the Allegheny river, will probably never become exhausted, because the stratification, or volcanic disruption of rock dips in a southwestwardly direction; consequently the beds of Oil would be nearer the surface at the upper end, say of Oil Creek, and wells would require to be bored deeper in proportion lower down the river, where, however, there would necessarily be the most permanent, and a much greater supply and superincumbent body or slope of Oil. It is certain that scores of wells on the river, in the immediate vicinity of this land, have continued producing during the past three or four years an unwavering and steady daily yield of oil.

A glance at the map will demonstrate the fact that the Lower Two Mile Run and Oil Creek are on the same diametrically straight line, and only distant, on a *continuation of the identical same gorge* between the range of hills, from each other about three miles apart in precisely the same direction. It would, therefore, not be extraordinary, if by boring wells on this tract a sufficient depth of perhaps eight hundred and fifty feet, that the Company's wells may soon [illegible] those of Oil Creek in their supplies of hundreds of barrels of oil daily, and enormous profits would thus be the fortunate result to the shareholders of this company.

On this particular tract of land there has been let on lease for twenty years, a well now pumping a fair portion of good Oil, although its depth of bore is considered quite insufficient to insure a large flow: Fifty per cent. of the Oil at this well's mouth was reserved as a royalty to the former owner of the land, and will at once inure to the benefit of the Company. There are also two other wells bored a few hundred feet deep each, but not yet tubed, but indicating a first-rate show of Oil; a barrel a day can generally be scooped out of them, and no doubt seems to exist that they will both prove highly remunerating wells when bored a reasonable depth. Another well is half bored, and promises a satisfactory yield.

Samples of Oil procured from these wells can be seen at the office of the Company, No. 213 WALNUT Street.

The fee of this valuable oil land, comprising one hundred and thirty-one acres, including the royalty of fifty per cent. of oil for the leased well, *now pumping*, and the entire right of the three wells partially developed, is purchased by the Company direct from the owner, for the moderate price of $137,550, with a Grist Mill in fine order, a snug house, &c.; also patches of timber.

The sale of stock will pay cash for the land in full, and leave the sum of $12,450 cash working capital on hand, with which to complete the three old wells, and also to bore two new wells, with five steam engines, &c., to be in running order within a few months; arrangements will be made to accomplish these objects without delay. No subscriptions will be accepted for less than fifty shares.

The vast fortunes reaped by Rock Oil Companies established here and elsewhere are notorious. The Oil trade is yet in its infancy, and the demand constantly increasing. Its price is now $12 per barrel at the well's mouth, exclusive of the cask.

Large wells will doubtless be struck at the depth of 850 feet, so as to reach the third Sandstone Rock. Wells have been bored heretofore to the depth only of about 500 feet in this vicinity. It is proposed to bore twenty wells on this property during the present year. There is room for one hundred wells. A perfect title, clear of all incumbrances is confidently assured to the Company.

Lists of subscription are now open until the 50,000 shares are subscribed, payable $1 per share, to the order of Alderman JAMES McCAREN, the Treasurer of the Company, No. 406 WALNUT Street, or at No. 125 WALNUT Street, or at the office of the Company, No. 213 WALNUT Street.

The public are invited to call for a prospectus. jy5-tf

PAINTING!! PAINTING!!

No. 47 S. THIRD STREET,

ABOVE CHESNUT,

Philadelphia.

FAHY & BROTHER,

HOUSE, SIGN, AND ORNAMENTAL PAINTERS.

Graining, Glazing, Gilding on Glass, Kalsomining, Paper Varnishing, &c. au16-tf

EDMUND A. SOUDER & CO.,

COMMISSION MERCHANTS,

AND SHIP AND STEAMBOAT AGENTS,

DOCK STREET WHARF,

PHILADELPHIA.

EDMUND A. SOUDER,
ARCHIBALD GETTY,
STEPHEN T. SOUDER. ja4-tf

REMOVAL.—THOMAS M. PLOWMAN, Carpenter and Builder, has removed his shop from No. 22 Strawberry street to No. 232 CARTER Street, adjoining the old Post Office Building. Having increased facilities for carrying on the business extensively, he hopes to receive a share of public patronage. 1m[illegible]

CITY ORDINANCES.

AN ORDINANCE To Make an Additional Appropriation to the Board of Guardians of the Poor for the expenses of the year 1864.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the sum of nineteen thousand seven hundred and fifty-four dollars be and the same is hereby appropriated to the Board of Guardians of the Poor, to be applied to the following items of an ordinance entitled "An Ordinance to make an appropriation to the Guardians of the Poor for the expenses of the year 1864," approved January 4, A. D. 1864, as follows:—

HOSPITAL DEPARTMENT.

To Item 5, brandy, wine, whisky, and porter, three hundred ($300) dollars.

To Item 6, for marketing for hospital, nurses' table, four hundred ($400) dollars.

To Item 10, wages on pay-roll chargeable to Children's Asylum, four ($4) dollars.

HOUSE GENERALLY.

To Item 22, cornmeal, butter, lard, rice, corn, hominy, barley, salt, and pepper, two thousand ($2000) dollars.

To Item 23, potatoes, beans, and other vegetables, eight hundred ($800) dollars.

To Item 24, crackers, hops, malt, vinegar, and pickles, three hundred ($300) dollars.

To Item 27, dry goods, five thousand ($5000) dollars.

To Item 28, boots, shoes, hats, and caps, one thousand ($1000) dollars.

To Item 32, fuel, six thousand five hundred ($6500) dollars.

To Item 36, furniture and straw, five hundred ($500) dollars.

To Item 38, salaries of steward's clerk, house agent, storekeeper, matron and steward's clerk, four hundred ($400) dollars.

MANUFACTURING DEPARTMENT.

To Item 48, lumber, seven hundred and fifty ($750) dollars.

To Item 50, purchase of iron for making iron bedsteads, five hundred ($500) dollars.

FARM AND BLOCKLEY ESTATE.

To Item 57, straw and feed for horses and cows, and for purchase of milk, one thousand ($1000) dollars.

OUT DOOR EXPENSES.

To Item 76, stationery, printing, and advertising, three hundred ($300) dollars.

And the warrants shall be drawn by the Guardians of the Poor, in conformity with existing ordinances.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.

JAMES LYND,
President of Select Council.

Approved this eighteenth day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

AN ORDINANCE Authorizing the construction of a Sewer in Brown street, in the Fifteenth Ward.

Whereas, A majority of the property owners upon the line of Brown street, between Ridge avenue and Seventeenth street, have, as directed by the Act of Assembly, approved April 8, 1864, made application for the construction of a Sewer upon said Brown street, which application has been approved by the Board of Surveyors;

And Whereas, Owing to the enhanced price of materials and labor, the cost per lineal foot will exceed the amount stipulated by law as payable by the said property owners: therefore,

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Department of Highways be and is hereby authorized to construct a Sewer, with an inside diameter of three feet, with the necessary inlets, for the proper surface drainage, on the line of Brown street, from Ridge avenue to Seventeenth street, in accordance with a plan and specification to be prepared by the Department of Surveys.

Section 2. The Chief Commissioner of Highways shall advertise, according to law, announcing that proposals will be received for the construction of said sewer, and he shall allot the work to the lowest bidder, and it shall be a condition of such contract that the contractor shall accept the sums assessed upon and charged to the properties lying on the line of said sewer, as authorized by the Act of Assembly approved April 8, 1864, and in manner and form provided by Sections 3 and 4 of Ordinance entitled "An Ordinance to provide for the construction of branch culverts or drains, approved November 11, 1858."

The excess of the cost of said sewer over and above the amount assessed upon the property fronting thereon shall be paid from Item 22 (for construction of branch culverts) of the Ordinance to make an appropriation to the Department of Highways, for the year 1864, and the cost of the inlets and man-holes shall be paid from the Item for that purpose, designated in the aforesaid ordinance.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.

JAMES LYND,
President of Select Council.

Approved this eighteenth day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

AN ORDINANCE To Authorize the construction of a Sewer in Twelfth street, Twentieth Ward.

Whereas, a majority of the property owners on the line of Twelfth street, between Girard avenue and Oxford street, have filed their petition in the Department of Surveys, as directed by the act of Assembly approved April 8, 1864, for the construction of a Sewer on the line of Twelfth street, as aforesaid; which application has been approved by the Board of Surveyors, and at a meeting held July 1, 1864, they authorized the construction of a Sewer, in accordance with the provisions of the ordinance approved November 11, 1858, entitled "An Ordinance to provide for the Construction of Branch Culverts or Drains;" And whereas, Owing to the enhanced price of materials and labor, the cost per linear foot will exceed the amount stipulated by law as payable by the said property owners; therefore,

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Department of Highways be and is hereby authorized to construct a sewer on the line of Twelfth street, from Girard avenue to Oxford street, from the north curb line of Girard avenue to the Thompson street sewer to be two feet six inches in diameter, from Thompson street sewer to Jefferson street three feet in diameter, and from Jefferson street to Oxford street two feet six inches in diameter, with the necessary inlets for the proper surface drainage, in accordance with a plan and specifications to be prepared by the Department of Surveys.

Section 2. The Chief Commissioner of Highways shall advertise, according to law, announcing that proposals will be received for the construction of said Sewer, and he shall allot the work to the lowest bidder; and it shall be a condition of said contract that the contractor shall accept the sums assessed upon and charged to the properties lying on the line of said Sewer, as authorized by the act of Assembly, approved April 8, 1864, and in manner and form provided by sections 3 and 4 of ordinance entitled "An Ordinance to provide for the Construction of Branch Culverts or Drains," approved November 11, 1858.

The excess of the cost of said Sewer over and above the amount assessed upon the property fronting thereon shall be paid from Item 22 (for Construction of Branch Culverts) of the ordinance to make an appropriation to the Department of Highways for the year 1864:—Provided, That the said excess shall not exceed the sum of thirty-three hundred dollars ($3300); and the cost of the inlet and manholes shall be paid from the Item for that purpose designated in the same ordinance of appropriation.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.

JAMES LYND,
President of Select Council.

Approved this eighteenth day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

AN ORDINANCE Making an Appropriation to a portion of the Companies comprising the Fire Department.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That from the appropriation made to the Fire Department for the year 1864, there shall be appropriated from Item 5, to the following companies, to wit:—

To the Columbia, Friendship, Independence, Reliance, Spring Garden and Western Engine Companies, each the sum of four hundred ($400) dollars.

From Item 6. To the Manayunk Engine Company the sum of four hundred ($400) dollars.

From Item 7. To the Empire Hook and Ladder Company, the sum of three hundred ($300) dollars.

From Item 8. To the America, Diligent, Fame, Good Intent, Humane, Lafayette, Marion, Neptune, Niagara, Pennsylvania, Perseverance, Phoenix, Ringgold, Robert Morris, Schuylkill, South Penn, Spring Garden, Taylor, Tivoli, United, United States, Warren, and Washington Hose Companies each the sum of four hundred ($400) dollars. And to the William Penn Hose Company, for eleven months service as a hose company, previous to procuring a steam Fire Engine, the sum of three hundred and sixty-six dollars and sixty seven cents ($366.67).

From Item 10. To the Franklin, of Frankford, Washington, of Frankford, Columbia, of Germantown, Franklin, of Germantown, Washington, of Germantown, Good Intent, of Roxborough, Liberty, of Holmesburg, Mount Airy and Union, of Rising Sun, each the sum of two hundred and fifty ($250) dollars: Provided, That the appropriation to the Union of Rising Sun be withheld until such times as they can procure a competent apparatus for the extinguishment of fires.

From Item 11. To the Germantown and Union Hose Companies, and the Excelsior, Mantua, and Rescue Hook and Ladder Companies, each the sum of two hundred and twenty-five ($225) dollars.

From Item 12. To the Congress Engine Company, the sum of one hundred ($100) dollars.

From Item 13. To the Kingsessing Engine Company the sum of one hundred and fifty ($150) dollars.

From Item 14. To the Weccacoe Engine Company the sum of seventy-five ($75) dollars.

Section 2. Warrants for said appropriation shall be drawn by the Chief Engineer of the Fire Department, in conformity to existing ordinances, for such proportions of the sums hereby appropriated as they are respectively entitled to.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.

JAMES LYND,
President of Select Council.

Approved this eighteenth day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

AN ORDINANCE To authorize the assignment of a Ground Rent.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Commissioner of City Property is hereby authorized to sell at public sale, at not less than par, all that certain reserved annual ground rent of two hundred and thirty-six dollars and twenty-five cents, issuing out of all that certain lot or piece of ground, situate on the north side of Lombard street at the distance of forty three feet westward from the west side of Delaware Sixth street, containing in front or breadth on the said Lombard street forty-seven feet and three inches, and extending in length or depth northward of that width sixty-five feet; being the same premises which the Controllers of Public Schools, by deed dated April 18, 1853, and recorded in Deed Book T. H., No. 102, and page 199, et al., granted and conveyed unto Edward McGurk, his heirs and assigns, reserving thereout the aforesaid annual ground rent; and the Mayor is hereby authorized, on behalf of the City of Philadelphia, to execute the required conveyance to the purchaser.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.

JAMES LYND,
President of Select Council.

Approved this eighteenth day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

JOHN CRUMP,

CARPENTER AND BUILDER,

No. 213 LODGE STREET.

A large force of building mechanics of all branches always on hand. ap6-wfm6m

CITY ORDINANCES.

AN ORDINANCE Increasing the Salaries of the High Constables, Detectives, and Clerks to the Mayor.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That in consequence of the advance of prices on all the necessaries of life, the salaries of the High Constables of the city shall be increased to one thousand ($1000) dollars, and that of the Detective Officers of the Police to one thousand ($1000) dollars a year, and that the salary of the Chief Clerk of the Mayor shall be fourteen hundred ($1400) dollars, and that of the Assistant Clerk to the Mayor twelve hundred ($1200) dollars a year, said increase to date from the first day of January, 1864.

Section 2. That the sum of three thousand three hundred ($3300) dollars be, and the same is hereby appropriated to meet the advance of salaries herein provided for.

ALEXANDER J. HARPER,
President of Common Council.

Attest—
ABRAHAM STEWART,
Assistant Clerk of Common Council.

JAMES LYND,
President of Select Council.

Approved this eighteenth day of July, Anno Domini one thousand eight hundred and sixty-four (A. D. 1864).

ALEXANDER HENRY,
Mayor of Philadelphia.

It

PROPOSALS.

ARMY SUPPLIES.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
No. 1[illegible] BROADWAY, NEW YORK,
July 19, 1864.

Sealed Proposals will be received at this Depot until Twelve o'clock M., on THURSDAY, the 28th instant, for furnishing, by contract, at the Depot of Army Clothing and Equipage in this city:—

Blankets,
Knit Drawers,
Flannel Drawers,
Hospital Tents and Flies,
Hospital Tent Flies,
Shelter Tents, 8 oz. Duck,
Manilla Paper, 38x40,

samples of which can be seen at this office.

Bidders will submit with their proposals samples of the articles which they propose to deliver, or of the materials of which the articles are to be made. In the case of Flannel Drawers and Tents at least one yard of the material should be submitted.

Bidders will state the quantity they wish to furnish, the shortest time in which they can make deliveries, and how soon they can complete the delivery of all they bid for.

All bids must be accompanied by a proper guarantee, signed by two responsible parties, setting forth that if a contract is awarded to the party named therein, he will at once execute the same, and give bonds for its faithful performance.

The United States reserves the right to reject any part or the whole of the bids as may be deemed for the interest of the service.

Proposals should be endorsed "Proposals for furnishing (here insert the article bid for) and addressed to

Lieutenant-Colonel D. H. VINTON,
jy20-6t Dep'y Qr. Mr. Gen., U. S. A.

ORDNANCE OFFICE,

WAR DEPARTMENT,
WASHINGTON, July 4, 1864.

Sealed Proposals will be received at this Office until MONDAY, July 25, at 4 P. M., for 100,000 sets of Infantry Accoutrements, calibre 58, to be delivered in the following quantities at the undernamed Arsenals, viz.:—

20,000 sets at the New York Arsenal, Governor's Island.

20,000 sets at the Frankford Arsenal, Bridesburg, Pennsylvania.

20,000 sets at the Allegheny Arsenal, Pittsburg, Pennsylvania.

20,000 sets at the St. Louis Arsenal, Missouri.

10,000 sets at the Watertown Arsenal, Massachusetts.

These Accoutrements are to be made in strict conformity with the *new* pattern sets, to be seen at the Arsenals above named, with the following exceptions, viz:—The *shoulder belt* will be but two inches wide, and no shoulder belt-plate will be furnished; the inside flap of the cartridge-box and cap-pouch are to be left off, and the cars are to be sewn on the outer flap; the letters U. S., with a border, are to be stamped upon the cartridge-box, the same size and style as on the plate which it replaces; the cartridge-box is to be sewed with nine (9) and the cap-pouch with ten (10) stitches to the inch. Separate bids will be received for the manufacture of these Accoutrements of *pure oak leather*, of *mixed tannage oak finish*, and *all hemlock*. The belts are to be of grained leather.

Samples of these Accoutrements can be seen at the above named arsenals on or about the 20th instant.

It is to be distinctly understood that this Department is to have the privilege of inspecting the work done under any contract it may award, in all stages of its progress, and especially to examine the stock before cutting. They are to be subject to inspection at the arsenal where delivered, before being received for the Government. None are to be accepted or paid for except such as are approved upon inspection.

Deliveries must be made in lots of not less than one-twelfth (1-12th) per week of the whole number contracted for. The first delivery to be made on the 13th day of August, 1864.

Failure to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.

The Accoutrements must be boxed in the usual manner; the boxes to be charged at cost, to be determined by the inspector.

Bidders will state explicitly the Arsenal or Arsenals where they propose to deliver, and the number of sets they propose to deliver at each place, if for more than one.

No bids will be considered from parties other than regular manufacturers, and such as are known to this Department to be fully competent to execute in their own shops the work proposed for. Should any party obtaining a contract offer Accoutrements other than those made in his own shops, they will be rejected, and the contract rendered null and void. The name and place of manufacture of each party obtaining a contract must be stamped on each part of each set of Accoutrements.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee, signed by two responsible persons, that in case his bid is accepted he will at once execute the contract for the same, with good and sufficient securities, in the sum equal to the amount of the contract, to deliver the article proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract they to make good the difference between the offer of said bidder and the next responsible bidder or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby, jointly and severally, covenant with the United States, and guarantee in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity to the terms of the advertisement dated July 4, 1864, under which the bid was made; and, in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness:— { Given under our hands and seals this —— day of ——, 186—. [Seal.] [Seal.]

To this guarantee must be appended the official certificate above mentioned.

Each party obtaining a contract will be obliged to enter into bond, with approved sureties, for its faithful execution.

Upon the award being made, successful bidders will be notified and furnished with forms of contract and bond.

The Department reserves the right to reject any or all bids, if not deemed satisfactory, and especially those made by parties who have failed to make time deliveries under previous contracts without furnishing satisfactory reasons for such delinquency.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and endorsed "Proposals for Infantry Accoutrements."

GEO. D. RAMSAY,
jy8-mwf-7t Brig.-Gen., Chief of Ordnance.

PROPOSALS.

PROPOSALS FOR HIDES, TALLOW, HOOFS, HORNS, CHUCKS, SHINS, AND TONGUES.

OFFICE DEPOT COMMISSARY OF SUBSISTENCE,
Washington, D. C., July 8, 1864.

Sealed Proposals, *in duplicate*, are invited until the 21st day of July, at 11 o'clock A. M., for Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues of all Government Cattle slaughtered within the ancient limits of the District of Columbia, for three months or more, from the commencement of the contract.

The above articles to be collected by the contractor and removed from the various places at which the cattle are killed at such times as may be designated by the officer in charge.

The number of Cattle used monthly vary from 1300 to 3000, and are now killed at Chain Bridge, Giesboro, Convalescent Camp, Washington, and Alexandria, but other places may occur within the prescribed limits where these articles will be required to be collected.

The contractor shall be liable for all the Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues coming from all the Government Beef Cattle slaughtered, unless it can be made satisfactorily to appear to the Subsistence Department that all due exertion, diligence, and care was made to obtain said articles.

Payment will be required every ten days in Government funds.

The bids will state the amount per animal for the articles referred to, and be accompanied by the following guarantee, certificate, affidavits of each guarantee, and oath of allegiance. Blank forms can be obtained on application to the undersigned.

PROPOSALS.

I, ——, of the State of ——, county of ——, offer, per head, for all Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues of all Government Beef Cattle killed within the ancient limits of the District of Columbia, —— dollars and —— cents (the amount to be in words and figures), subject to all the conditions of the advertisement herewith appended.

GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee, in case the foregoing bid of —— shall be accepted, that he will, within five days after the acceptance of said bid, sign a contract for the prompt and faithful execution of the same, and that we will become his surety on a bond, in the sum of fifteen thousand dollars, for the performance of his contract in conformity with the terms of his proposal, and that in case the said —— shall fail to enter into a contract under the terms of the advertisement dated July 8, 1864, we guarantee to make good the difference between the offer made by said —— in the foregoing proposal and the next lowest responsible formal bidder, or the person to whom the contract may be awarded.

Witness: { Given under our hands and seals, this —— day of ——, 186—. [SEAL.] [SEAL.]

The responsibility of the guarantors must be shown by the official certificate of a *United States District Attorney* or *United States Judge*. The certificate must be in the following form:—

I hereby certify that from evidence entirely satisfactory to me the above-named guarantors are good and sufficient as sureties for double the amount for which they offer to be security.

To which each guarantor must make and append the following:—

OATH.

"State of ——, county of ——, before me, —— —— a —— in and for the county and State aforesaid, personally appeared ——, one of his sureties on the guarantee of ——, who, being duly sworn, deposes and says that he is worth, over and above all just debts and liabilities, the sum of thirty thousand dollars.

"Subscribed and sworn before me, this —— day of ——, 186—, at —— ——."

No bids will be considered unless made out in conformity with the above form, and are accompanied by the foregoing guarantee, certificate, and affidavits.

All bidders must forward with their proposals an oath of allegiance, unless one may be on file with the officer who shall open the bids, and no proposals not fully complying with the foregoing requirements, as well in fact as in form, will be considered or regarded as a proposal within the meaning of this advertisement.

The contractor will be held accountable for the Hides, Tallow, Hoofs, Horns, Chucks, &c., one week after the signing of the contract.

Bidders must be present at the opening of the bids to respond to their names, and all bids must be endorsed "Proposals for purchasing Hides, Tallow, Hoofs, Horns, Chucks, &c." and be directed to the undersigned.

G. BELL,
jy 11-mwf9t Lieutenant-Colonel and C. S.

PROPOSALS FOR MORTAR SHELL.—

ORDNANCE OFFICE, WAR DEPARTMENT,
WASHINGTON, July 8, 1864.

Sealed Proposals will be received at this office until MONDAY, the 1st day of August, 1864, for 8 INCH MORTAR SHELL, to be delivered in the following quantities, at the undernamed Arsenals, viz.:—

At Watertown Arsenal, Massachusetts, 5000.
At Watervliet Arsenal, New York, 10,000.
At New York Arsenal, Governor's Island, New York, 20,000.
At Allegheny Arsenal, Pittsburg, 10,000.
At Washington Arsenal, D. C., 5000.

These projectiles are to be made of the kind of metal, and inspected after the rules laid down in the Ordnance Manual; the tensile strength of the iron to be not less than 14,000 pounds per square inch.

Drawings can be seen at any of the United States Arsenals.

The projectiles are to be inspected at the foundry where cast, and are to be delivered at the Arsenals free of charge for transportation or handling.

Bidders will state the rate at which they will deliver.

Failures to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.

Bidders will state explicitly the Arsenal or Arsenals where they propose to deliver, and the number of projectiles they propose to deliver at each place, if for more than one.

No bids will be considered from parties other than regular founders or proprietors of works, who are known to this Department to be capable of executing the work proposed for.

Should any party obtaining a contract offer shell other than those cast in his own foundry, they will be rejected, and the contract rendered null and void.

Form of bid can be obtained at the above-named Arsenals. Proposals not made out on this form will not be considered.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee signed by two responsible persons, that in case his bid is accepted, he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the article proposed, in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee, in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity with the terms of this advertisement, dated July 8, 1864, under which the bid was made; and in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness: { Given under our hands and seals this —— day of ——, 186—. [SEAL.] [SEAL.]

To this guarantee must be appended the official certificate above mentioned.

Each party obtaining a contract will be obliged to enter into bonds, with approved sureties, for its faithful execution.

Upon the award being made, successful bidders will be notified and furnished with forms of contract and bond.

The Department reserves the right to reject any or all bids if deemed unsatisfactory on any account.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and will be endorsed "Proposals for 8-inch Mortar Shell."

GEORGE D. RAMSAY,
jy11-mwf10t Brigadier-General, Chief of Ordnance.

PROPOSALS FOR STEAM FIRE ENGINES.

ORDNANCE OFFICE,
WAR DEPARTMENT,
WASHINGTON, D. C., July 7, 1864.

Sealed Proposals will be received at this office until MONDAY, the 25th day of July, 1864, at 4 o'clock P. M., to furnish

Six (6) second or third-class Steam Fire Engines, of perfect suction power, complete in all parts, with all the modern improvements combined, to be drawn by hand power, the weight not to exceed 4500 pounds when ready for service. The diameter of the reciprocating steam force pump to be about 4¼ inches, capable of forcing one (1) stream of water from a 1¼ inch nozzle averaging from 240 to 275 feet, and two (2) streams from a ⅞ inch nozzle averaging from 175 to 200 feet. These engines are to be supplied with tenders and hose carts of approved construction, with all the necessary fittings. They are to be subject to a rigid inspection by a United States Inspector, and are not to be received or paid for until they have been thoroughly tried with a full head of steam under his directions.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee signed by two responsible persons, that, in case his bid is accepted, he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the article proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity with the terms of the advertisement, dated July 7, 1864, under which the bid was made; and, in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness: { Given under our hands and seals, this —— day of ——, 186—. [Seal.] [Seal.]

To this guarantee must be appended the official certificate above mentioned.

These Engines are to be delivered at the place of manufacture. Upon the award being made the successful bidder will be notified, and furnished with forms of contract and bond. The Department reserves the right to reject any or all bids, if not deemed satisfactory.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and will be endorsed "Proposals for Steam Fire Engines."

GEO. D. RAMSAY,
jy8 fmwt25 Brigadier-General, Chief of Ordnance.

SUBSISTENCE OFFICE, UNITED STATES Army, No. 20 SOUTH Street,

BALTIMORE, Md., July 18, 1864.

Sealed Proposals, *in duplicate*, will be received at this office until 12 M., on MONDAY, August 1, 1864, for furnishing the United States Subsistence Department with—

FOUR THOUSAND (4000) HEAD OF BEEF CATTLE on the hoof, delivered at the State Cattle Scales, at Baltimore, Md., in lots of (1000) one thousand each every (10) ten days; to be weighed within one and a half days after arrival, at the expense of the contractor. They must average about (1300) thirteen hundred pounds gross weight; all falling short of (1000) one thousand pounds gross weight, Bulls, Stags, Oxen, Cows, Heifers, and Hornless Cattle will be rejected.

A deduction of ten (10) pounds will be made from the weight of each Steer accepted under this contract, provided the animal does not stand in the pens two and one-half hours before being weighed, or is not weighed immediately after removal from the cars.

Blank forms for proposals can be had on application at this office, either in person, by mail, or telegraph.

The Government will claim the right of weighing any one animal separate, if its appearance indicates less weight than the minimum mentioned above; the expense of weighing will be paid by the party erring in judgment.

Each bid, to secure consideration, must contain a written guarantee of two responsible persons, as follows:—

We ——, of the County of ——, State of ——, do hereby guarantee that —— is (or are) able to fulfil a contract in accordance with the terms of his (or their) proposition, and should his (or their) proposition be accepted, he (or they) will at once enter into a contract in accordance therewith, and we are prepared to become his securities, giving good and sufficient bonds for its fulfilment.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney, to be enclosed with the bid.

Bidders must be present to respond to their bids, and prepared to give bonds and sign the contract before leaving the office.

The Government reserves to itself the right to reject any or all bids considered unreasonable.

Payments to be made after each delivery in such funds as may be on hand; if none on hand, to be made as soon as received.

Proposals must be endorsed distinctly "PROPOSALS FOR BEEF CATTLE," and addressed to "Captain J. H. GILMAN, C. S., Baltimore, Maryland."

If a bid is in the name of a firm, their names and their post office address must appear, or they will not be considered.

Each person or every member of a firm offering a proposal must accompany it with an oath of allegiance to the United States Government, if he has not already filed one at this office.

All bids not complying strictly with the terms of this advertisement will be rejected.

J. H. GILMAN,
jy18-12t Captain and C. S., U. S. A.

PATRIOTIC MEDALS.

PATRIOTIC MEDALS.

An acceptable Offering to every Patriot.

The only correct and authorized

MEDALLION LIKENESSES

OF

PRESIDENT LINCOLN,
GENERAL GEORGE WASHINGTON,
LIEUTENANT-GENERAL GRANT,
GENERAL GEORGE B. McCLELLAN,

Manufactured in Sterling Silver and Copper and White Metal. Sample sent by mail free of charge on receipt of 25 cents. Agents wanted.

E. SPENCER,
Box 2466 Philadelphia Post Office.

Manufactured at No. 603 ARCH Street. jy2-1m

BEDDING EMPORIUM,

No. 9 S. SEVENTH Street.

MATTRESSES, MATTRESSES,

of Hair, Palm, Excelsior, and Husk.

FEATHER BEDS, BOLSTERS, AND PILLOWS,

WOOD AND IRON BEDSTEADS,

SPRING BEDS AND COTS.

N. B.—Repairing and renovating attended to with care and despatch. No. 9 S. SEVENTH Street. je5-2m

COUSTY'S TEA WAREHOUSE.—ESTAblished in 1800.—Importer and Dealer in

Fine Teas, Wines, and Liquors,

Choice Havana Cigars,

Cross & Blackwell's Pickles and Sauces,

English and Scotch Ale and Porter,

Canned Meats, Fruits, Soup, &c.

Navy Messes put up with care.

At No. 118 S. SECOND Street.

ja26 ly JOSHUA B. COUSTY.

BLANK BOOKS AND STATIONERY.—BANKS, BANKERS, MERCHANTS, MANUFACTURERS, RAILROAD COMPANIES, &c., Will find it to their interest to order from the undersigned.

BLANK BOOKS,

PAPER, AND STATIONERY,

All kinds for Business, Professional, and Private use.

For sale at moderate prices by

WILLIAM MANN,

Stationer, Printer, and Blank Book Manufacturer,

No. 43 S. FOURTH Street,

ap25-3m Philadelphia.

OIL CLOTHS OF EVERY VARIETY, manufactured and for sale by

BREWSTER, FLAVILL & CO.,

jy6-1m* No. 206 DOCK Street, Philad.

Evening Telegraph

WEDNESDAY, JULY 20, 1864.

A SONG OF PROVERBS.

AIR—"*Push about the jorum.*"

In ancient days, tradition says,
When knowledge was much stinted—
When few could teach and fewer preach,
And books were not yet printed—
What wise men thought, by prudence taught,
They pithily expounded;
And proverbs sage, from age to age,
In every mouth abounded.
O blessing on the men of yore,
Who wisdom thus augmented,
And left a store of easy lore
For human use invented.

Two of a trade, 'twas early said,
Do very ill agree, sir;
A beggar hates at rich men's gates
A beggar's face to see, sir.
Yet traces there are, though rather rare,
Where men are not so jealous;
Two lawyers know the coal to blow,
Just like a pair of bellows.
O blessings, &c.

Birds of a feather flock together,
Like fain with like would dwell, sir;
Yet things unlike the fancy strike,
And answer pretty well, sir.
You know Jack Sprat? he eats no fat;
His wife can eat no lean, sir;
So 'twixt the two, with small ado,
They lick the platter clean, sir.
O blessings, &c.

The man who would Charybdis shun
Must make a cautious movement,
Or else he'll into Scylla run—
Which would be no improvement.
The fish that left the frying-pan,
On feeling the fire, sir,
Took little by their change of plan,
When meandering in the fire, sir.
O blessings, &c.

A man of nous from a glass house
Will not be throwing stones, sir;
A mountain may bring forth a mouse,
With many throes and groans, sir.
A friend in need's a friend indeed,
And prized as such should be, sir:
But summer friends, when summer ends,
Are off and o'er the sea, sir.
O blessings, &c.

Sour grapes, we cry, of things too high,
Which gives our pride relief, sir;
Between two stools the bones of fools
Are apt to come to grief, sir.
Truth, some folks tell, lies in a well,
Though why I ne'er could see, sir;
But some opine 'tis found in wine,
Which better pleases me, sir.
O blessings, &c.

Your toil and pain will all be vain,
To try to milk the bull, sir;
If forth you jog to shear the hog,
You'll get more cry than wool, sir.
'Twould task your hand to sew the sand,
Or shave a chin that's bare, sir;
You cannot strip a Highland hip
Of what it does not wear, sir.
O blessings, &c.

GUERILLA ATTACK ON A PAYMASTER.

Coolness of a Lieutenant—He Kills one Guerilla and Wounds Another—The Safe and Money Saved.

From the Nashville Union, July 15.

Day before yesterday, Major Hale, who is paying the troops stationed between here and Murfreesboro, was attacked by a gang of half a dozen guerillas, and made a narrow escape from capture. He had been to Lavergne, and paid the troops there, and was on his way to Stockade No. 2, six miles from this city, in an ambulance, accompanied by a Lieutenant, whose name we were unable to learn, and two or three men.

Before arriving at the stockade, he sent the men forward to reconnoitre, feeling that such a precaution was necessary. Suddenly some half a dozen guerillas made a dash on his ambulance, when he seized the safe key, and took out all the large bills, and fled with them to the bushes. The lieutenant took a Henry rifle with him, and fled also. The horses attached to the ambulance immediately took fright, and had gone but a few yards when the safe fell out on the ground, when the marauders dismounted, one of them exclaiming:—"Here is what we are after!"

They at once threw down their guns, and were about helping themselves to the money when the Lieutenant, who, with the Paymaster, was secreted in some bushes near by, fired, and wounded one of the men. A comrade immediately went to his assistance, when a second shot brought him to the ground a corpse. The others then fled, without securing any booty.

The horses attached to the ambulance were soon after caught, and the safe brought to this city, without loss.

The same band stole several horses in the vicinity, and captured a planter, named Anderson, who lives near Lavergne, took his watch, money, horse, and clothing, giving him in return for the latter an old, dilapidated suit worn by one of the men, and then released him. They were, however, soon afterwards so nearly overtaken, that they were compelled to abandon their stolen horses.

In the dead guerilla Major Hale recognized a man who was at Lavergne in the morning, trying to get a pass to Nashville as a *loyal citizen*.

The Approach to Atlanta.

THE REBEL DEFENSES IN GEORGIA.

The defenses erected by Johnston's army in Georgia, rendered useless by the incessant flank movements of Sherman's forces, are described by correspondents as exceedingly formidable. A letter in the Cincinnati *Commercial*, dated July 8, says:—

"As we approach Atlanta they steadily grow upon us—line after line is uncovered by our forward march, each more elaborate and irresistible—irresistible by all save Sherman's army—than the last. Imagine all the country between the Allatoona mountains and the Chattahoochee river ploughed into huge ridges, on an average once in every five miles—continuous cribs built of rails and poles, or oftener of huge logs, twelve miles long—filled with dirt wrenched out from the clenched roots of a Georgia forest—four feet high and six feet wide, running through the thickest woods and cleared fields alike, always two, oftener three, and sometimes even five lines deep, and all finished perfectly and polished, the trenches cut down square and true and the parapets shaped as it with the square and plummet—and you have a faint conception of the mazes of Rebel fortifications through which this army has fought and flanked its way thus far into the Confederacy. My tent stands to-night within five yards of the huge wrinkle of earth erected by desperate Rebels immediately after their abandonment of Kenesaw—the second from the river—and in coming to it I rode for hours between their first and second main lines, running along on top of a ridge just over against that on which were our own, and truly it seemed more the work of Titans or infernal gods than of any mere men.

"The pervading terror with which our artillery has inspired the Rebel imagination was well illustrated by the numerous pits dug just inside the breastworks, and roofed over with logs and earth to shed the fierce iron rain which poured upon them both when they slept and when they waked. The neglected cornfields were ploughed by our shells as they had not been ploughed for weeks, and I have seen, at least in one case, an oak tree fifteen inches in diameter and quite sound, broken off twenty feet from the ground and the top lying on the ground, from the effects of a single shell four inches in diameter passing through it. Who shall dispute the discretion of burrowing in the ground when such missiles are flying carelessly about?

"You should hear the sympathizing remarks made by our boys as they pass those works, which they got by a 'flank,' without any loss, in commiseration of the 'Johnnies' who worked so hard to make them, and never had the opportunity to fire a musket-shot from behind them. It is one of the humorsome phases of this grim business of making war; and the substantial effects of marching the men by such works, which were won by strategy and common sense instead of hard fighting, go far to cheer the spirits of those who are jaded from the long campaign."

Reasons for Being Peaceable.

Why is England so peaceable? "For several reasons," says the New York *Post*; "but especially for this, that by her conduct in the matter of the *Alabama* and other British pirate ships she has made of Germany, which has scarcely a seaport, a formidable naval power. For Englishmen know, what is not concealed by the Germans, that the moment England declares war against them, the ocean will begin to swarm with Austrian and Prussian privateers and men-of-war, fitted out in American and other neutral ports, which will sweep the merchant marine of England from the seas. There is no doubt that this will be done; it is known that German merchants and capitalists have their money prepared for such an event; and the moment England dares help the Danes with anything more powerful or effective than empty words, these Germans will at once avail themselves of the rule made by England, and attack her commerce."

THE DANISH RIGSRAAD.

Opening of the Session—How Bishop Monrad Looks—The Royal Speech.

The opening of the session of the Danish Rigsraad or Parliament is described as follows by the Copenhagen correspondent of the London *Times*. Bishop Monrad, it should be remembered, is the Prime Minister of Denmark, and his name, as well as the King's, is appended to the last royal speech:—

THE HALL.

The hall of the Rigsraad is at the back of the huge and clumsy slot or palace of Christiansborg, a royal residence which has lately been found to hang too loosely, like an ill-fitting garment, about Danish royalty, and has almost entirely been given up for the use of the public offices and the celebration of great State solemnities. The hall itself is a neat, plain room, of moderate size; it has six large windows on one side, looking out into a narrow side street, and a blank wall on the opposite side.

It is almost entirely destitute of ornament. The members sit round six long tables, three on each side, with a gangway, five or six feet in width, separating the right from the left. At one end the throne is erected, and on either side of it are the ministerial benches; on the opposite side is a space with seats for the public at large, rising row after row, amphitheatre-wise.

Behind these is the ladies' gallery; and in front of the latter, immediately above the throne, the diplomatic tribunes. The press sit in a convenient gallery along the blank wall above mentioned, facing the windows, and so situated as to have the best chance of seeing and hearing anything that takes place in the Assembly.

The hall was very nearly empty when I entered it at half-past eleven, but presently some two or three hundred well-dressed citizens dropped in, and the free benches were filled, no less than the ladies' gallery. In the diplomatic gallery I only saw the members of Her Britannic Majesty's legation and a French secretary or attache. At twelve o'clock all the members were in their places, and punctually on the stroke of the hour the ministers stood up, ranged in one line, at the foot of the throne.

Four of them wore military uniforms, and these were probably members of the royal household. In the middle was Bishop Monrad, in the black gown of a Lutheran divine, with the starched circular white frill round his neck, above which rose the stiff, modern shirt-collar, close to the cheek on either side. Bishop Monrad is a man of a bland, dignified countenance, remarkable, in spite of his somewhat low stature—shorter by an inch or two than that of any of the colleagues by his side.

The face is broad, square, and massive; the expression sedate and collected. There are occasional sly twitches about the mouth, however, suggestive of latent intelligence and humor, and giving the impression, as it were, of an inward countenance somewhat at variance with the exterior mask. There are, one might say, two faces in one face. On a close inspection you see the shrewd statesman peeping out of the well-assumed blandness and composure of the consummate churchman. His voice is calm and mellow, and well modulated; the delivery slow, deliberate, and self-possessed; the tone is that of well-weighed episcopal homily; there is nothing of the action or emphasis of the stump-preacher.

THE ROYAL MESSAGE.

"Gentlemen:—The threatening situation of the country, and the extraordinary expenses caused by the war, with those its continuation will further involve, have necessitated the early convocation of the Rigsraad, to obtain its approbation of the measures already taken by my Government, and its assent to the steps by which the requisite means may be procured.

"It is not we who have commenced the war. I feel conscious of having done everything that lay in my power to avoid it. We have been attacked by a stronger enemy, upon the pretext that we have not fulfilled the stipulations of 1851-52. Before the outbreak of hostilities the enemy refused to enter a Conference with the other dignitaries of the London Treaty, to negotiate a peaceful arrangement of the matters in dispute. After taking possession of the larger portion of the Peninsula, he appeared at the Conference, but then declared himself no longer bound by the agreements of 1851 and 1852.

"In my short reign I have already made the bitter experience how lightly plain right weighs at the present time in the political balance of Europe, and how a king and his faithful people may be left alone to face an overwhelmingly superior enemy. When, therefore, England, supported by all the neutral powers represented at the London Conference, proposed that we should give up all the territory belonging to the Danish monarchy southward of the Schlei and the Dannewerke, we resolved to bear this painful sacrifice.

"The German powers have not accepted the sacrifice. We can give up nothing more. I have, therefore, declined the summons to do so, firmly convinced that my negative is the negative of the Danish people. May God turn the hearts of those who hold the fate of Europe in their hands! May He at least increase the sympathy in a certain quarter to energetic assistance!"

This message was listened to in profound silence, and created to all appearance but little emotion. When the Bishop had done he looked round upon the assembled representatives of the nation, and his bow was taken as a hint to a demonstration of loyalty on their part. The members broke out into five or six successive cheers, uttered in perfect time, and with the greatest precision. The sound was hearty and vigorous. The multitude in the galleries continued respectfully silent and unmoved. The ministers immediately afterwards bowed and withdrew, and the Assembly proceeded to the choice of a president.

—The famous Lamberti Church in Munster, from the tower of which are suspended three iron baskets in which Johann von Leyden, Knipperdolling, and Krechting were carried about the country before their execution, has got shaky, and will be restored shortly. The whole front of the church will be rebuilt and redecorated at the same time.

HENRY APPLE, GAUGER AND COOPER, No. 205 S. WATER Street, Below Walnut street, PHILADELPHIA.
Imitation Brandy and Wine Casks, and all kinds of Work made of Old and New Staff always on hand or made to order.
COAL PACKED IN HOGSHEADS FOR SHIPPING.
All kinds of Trimming punctually attended to. jy1-1m

H. DIXON, No. 21 S. EIGHTH Street, DEALER IN FANCY AND TOILET GOODS, UMBRELLAS AND PARASOLS, Fans, Head Dresses, French Jewelry, Leather Goods, Work Boxes, Beads, &c., &c. my18-3m

T. J. McGUIGAN, Importer and Wholesale Dealer in FANCY GOODS, NOTIONS, &c. FIREWORKS, FLAGS, &c. Matches and Blacking, No. 2 STRAWBERRY STREET, (First street above Second, between Market and Chesnut) my25-3m PHILADELPHIA.

IMPORTED WINES, BRANDIES, ETC.
The subscriber informs the public that he is disposing of his large and well selected stock of OLD BRANDY, GIN, PORT WINE, SHERRY AND MADEIRA WINES, At wholesale prices. These are from the old stock on hand. Purchasers wishing a superior article for private use would do well to call at HENRY HUDDY'S Wholesale Wine and Liquor Store, No. 145 N. SECOND Street, below Race, jy8-1m Philadelphia.

NEW COMPANIES FORMING CAN BE supplied with CERTIFICATES OF STOCK, TRANSFER BOOKS, STOCK LEDGERS, CHECKS, NOTES, DRAFTS, And every variety of Account Books and Stationery, on reasonable terms, at WILLIAM MANN'S, Stationer, Printer, and Blank Book Manufacturer, No. 43 S. FOURTH Street, ap22-3m Philadelphia.

EXPLOSIONS.—LET EVERY MAN WHO owns a Steam Boiler read this notice. Ashcroft's Low Water Detector never fails to give from one-half to two hours' warning, as desired, that the water is getting low in the boiler, and that danger is approaching. The instrument requires no care, and is warranted in every instance. Also, Steam and Water Gauges, with Scotch glass tubes, self-cleansing gauge-cocks, &c. Send for circular containing Philadelphia letters and circulars. AUGUSTUS S. BATTLES, jy8-1m No. 24 N. SIXTH Street.

CARPETS, MATTINGS, OIL CLOTHS AND Window Shades, from New York Auction sales, (slightly wet.)—Magnificent Brussels, ⅞ wide, $1·25, $1·37½, $1·50 and $1·75; Imitation Brussels, (painted,) ¾ wide, 70, 80 and 90 cents; 3-4, 9-4 and 12-4 at proportionate prices; Imperial Carpets $1·37 to $1·75 per yard; Ingrain, from 60 cents to $1·12½; Venetian, Rag, and Hemp, from 31¼ to 75 cents per yard; Mattings, the largest assortment ever offered in Philadelphia, from 37½ to 75 cents a yard, at the New York Auction Sales Depot, (formerly Stebbins's,) No. 147 S. SECOND Street, first door above Walnut, opposite Corn Exchange. jy1-6m

TRUSSES, BRACES, &c., skilfully adjusted by C. H. NEEDLES, cor. of TWELFTH and RACE Streets. Ladies' Department for same, conducted by ladies, TWELFTH Street, first door below Race. The most complete and varied stock on hand, consisting, in part, of Trusses, Supporters, Shoulder Braces, Belts, Bandages, Elastic Stockings, Syringes, Articles for Nursery, Sick Room, &c. ja16-3m

PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 North NINTH Street, above Market. Ruptures radically cured by B. C. EVERETT'S Premium Patent Graduating Pressure Truss. Superior Elastic Belts, Elastic Stockings, Supporters, Shoulder Braces, Suspensories, Crutches, &c. Ladies attended by Mrs. B. C. EVERETT. my25-1y

THE ARTIFICIAL HAND. H. A. GILDEA, Inventor and Manufacturer of the ARTIFICIAL ARM, Approved and adopted by the SURGEON-GENERAL OF THE UNITED STATES, for Soldiers. Has permanently located his Office and Factory at No. 312 S. FOURTH Street, six doors below Spruce, Philada. je20-3m

GROVER & BAKER'S FIRST PREMIUM ELASTIC STITCH SEWING MACHINES, THE BEST IN USE. ap28 No. 730 CHESNUT Street.

WANTED TO SELL OR EXCHANGE, Elliptic Sewing Machine, The Grover & Baker Sewing Machine, The Singer do., And all the principal Sewing Machines. All furnished from their principal offices. Also, all kinds of Second-Hand Machines, for Sale and Repaired at the new office of LEAVENS & FAULKNER, No. 156 N. EIGHTH Street, (Over ten years with Singer & Co.) Ladies taught to operate. jel1-3m

ESTEY'S COTTAGE ORGANS, Not only UNEXCELLED but UNEQUALLED in purity of Tone and Power, designed especially for Churches and Schools, but found to be equally well adapted to the Parlor and Drawing Room. For sale only by E. M. BRUCE, No. 18 N. SEVENTH Street. Also, a complete assortment of the Perfect Melodeon constantly on hand. my19-3m

G. W. SIMONS & BROTHER, SANSOM STREET HALL, PHILADELPHIA, MANUFACTURERS OF JEWELRY, FINE SWORDS AND MILITARY GOODS IN EVERY VARIETY. ja4-tf

JAMES BARBER'S WHOLESALE AND RETAIL CLOCK ESTABLISHMENT, S. E. corner SECOND and CHESNUT Streets, Philad'a. AGENCY FOR THE PATENT EQUALIZING THIRTY-DAY CLOCKS, A very desirable article for Churches, Hotels, Banks, Counting-House, Parlors, &c. Also, MANUFACTURER OF FINE GOLD PENS. CLOCKS REPAIRED AND WARRANTED. ja12-1y Clock Trimmings of every description.

WM. A. GRAY, N. E. CORNER OF SIXTH and MINOR Streets, buys Diamonds, Watches, Gold, Silver, and Loan Tickets. THOSE IN WANT OF MONEY, CALL. All business confidential. my18-3m

QUEEN OF BEAUTY.—WHITE VIRGIN Wax of Antilles is the most perfect preparation of the age, for beautifying, whitening, and preserving the complexion. It is made from pure White Wax, hence its extraordinary qualities for preserving the skin, making it soft, smooth, fair, and transparent. It cures chapped hands or lips, removes pimples, &c. Price 25 and 50 cents. Manufactured only by HUNT & CO., Perfumers, No. 41 S. EIGHTH St., 2 doors above Chesnut, and jy16-1m No. 133 S. SEVENTH Street.

CLERK'S OFFICE, COMMON COUNCIL.— Philadelphia, July 5, 1864.

In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the 30th day of June, 1864, the annexed bill, entitled "AN ORDINANCE TO AUTHORIZE AN ADDITIONAL LOAN TO MEET THE EXPENSES INCIDENT TO THE DEFENSE OF THE CITY, AND FOR OTHER PURPOSES," is hereby published for public information.

WM. F. SMALL, Clerk of Common Council.

AN ORDINANCE TO AUTHORIZE AN ADDITIONAL LOAN TO MEET THE EXPENSES INCIDENT TO THE DEFENSE OF THE CITY, AND FOR OTHER PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor is hereby authorized to borrow at not less than par, on the credit of the corporation, such sums of money as may be required by the City Treasurer, from time to time to provide for the families of volunteers from the city of Philadelphia in the service of the United States, and for the defense of the city, not exceeding in the whole the sum of five hundred thousand dollars; for which interest not to exceed the rate of six per cent. per annum shall be paid half yearly, on the first days of January and July, at the office of the City Treasurer.

The principal of the said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before without the consent of holders thereof, and certificates therefor, in the usual form of such certificates of City Loans, shall be issued in such amount as the lenders may require, but not for any fractional part of $100, or if required, in amounts of five hundred or one thousand dollars, and it shall be expressed in said certificates that the said loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue hereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates, so issued, shall be appropriated quarterly out of the income and taxes to a sinking fund, which fund, and its accumulations, are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION AUTHORIZING THE CLERK TO PUBLISH THE ORDINANCE.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers in this city, daily for four weeks, the ordinance presented to Common Council, at a stated meeting thereof, held on the 30th day of June, 1864, entitled "An Ordinance to Authorize an Additional Loan to meet the expenses incident to the defence of the City, and for other purposes." And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. jy9 4w

CLERK'S OFFICE, COMMON COUNCIL, PHILADELPHIA, July 5, 1864.

In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the 30th day of June, 1864, the annexed bill, entitled "AN ORDINANCE TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES," is hereby published for public information.

WM. F. SMALL, Clerk of Common Council.

AN ORDINANCE TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain—That the Mayor is hereby authorized to borrow at not less than par on the credit of the corporation, the sum of one million dollars to provide for the erection, extension, and completion of buildings for school purposes in the First School District of Pennsylvania, for which interest, not to exceed the rate of six per centum per annum, shall be paid half-yearly, on the first days of January and July, at the office of the City Treasurer.

The principal of the said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of City Loans, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the said loan therein mentioned, and the interest thereof, are payable free from all taxes.

Section 2. The amount of said loan shall be appropriated, distributed, and apportioned for the purposes and in amounts as follows, to wit:—

Item 1. To the several school sections nine hundred and thirty-four thousand and five hundred dollars, as follows:—
First Section, forty thousand dollars;
Second Section, thirty-five thousand dollars;
Third Section, thirty thousand dollars;
Fourth Section, thirty-five thousand dollars;
Fifth Section, sixty thousand dollars;
Sixth Section, thirty thousand dollars;
Seventh Section, fifty-three thousand dollars;
Eighth Section, fifty-eight thousand dollars;
Ninth Section, forty thousand dollars;
Tenth Section, twenty-five thousand dollars;
Eleventh Section, thirty-eight thousand five hundred dollars;
Twelfth Section, thirty-four thousand dollars;
Thirteenth Section, thirty-eight thousand dollars;
Fourteenth Section, fifty thousand dollars;
Fifteenth Section, twenty-five thousand dollars;
Sixteenth Section, twenty thousand dollars;
Seventeenth Section, forty-five thousand dollars;
Eighteenth Section, thirty-five thousand dollars;
Nineteenth Section, twenty thousand dollars;
Twentieth Section, seventy-five thousand dollars;
Twenty-first Section, twenty thousand dollars;
Twenty-second Section, eleven thousand dollars;
Twenty-third Section, fourteen thousand dollars;
Twenty-fourth Section, sixty-eight thousand dollars;
Twenty-fifth Section, twenty-three thousand dollars;
Twenty-sixth Section, twelve thousand dollars.

Item 2. To reimburse the City Treasury, for appropriations already made, chargeable to this loan, forty-nine thousand nine hundred and eight dollars.

Item 3. For contingencies, fifteen thousand five hundred and ninety-two dollars.

Section 3. Whenever any loan shall be made by virtue hereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates shall be appropriated quarterly out of said income and taxes, to a sinking fund, which fund and its accumulations are hereby specially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL FOR PUBLIC SCHOOLS.

Resolved, That the Clerk be authorized to publish in two daily newspapers of this city daily, for four weeks, the ordinance presented to Common Council on Thursday, June 16, 1864, entitled—"AN ORDINANCE TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES." And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. jy9-4w

DR. W. R. MERWIN & CO.'S COLUMN FOR THE CHEROKEE MEDICINES. COMPOUNDED FROM ROOTS, BARKS, AND LEAVES.

CHEROKEE REMEDY, the great Indian Diuretic, cures all diseases of the urinary organs, such as Incontinence of the Urine, Inflammation of the Bladder, Inflammation of the Kidneys, Stone in the Bladder, Stricture, Gravel, Gleet, Gonorrhoea, and is especially recommended in those cases of Fluor Albus (or Whites in females) where all the old nauseous medicines have failed.

It is prepared in a highly concentrated form, the dose only being from one to two teaspoonfuls three times per day.

It is diuretic and alterative in its action; purifying and cleansing the blood, causing it to flow in all of its original purity and vigor; thus removing from the system all pernicious causes which have induced disease.

CHEROKEE INJECTION is intended as an ally or assistant to the CHEROKEE REMEDY, and should be used in conjunction with that medicine in all cases of Gonorrhoea, Gleet, Fluor Albus or Whites. Its effects are healing, soothing, and demulcent; removing all scalding heat, chordee, and pain, instead of the burning and almost unendurable pain that is experienced with nearly all the cheap quack injections.

By the use of the CHEROKEE REMEDY and CHEROKEE INJECTION—the two medicines at the same time—all improper discharges are removed, and the weakened organs are speedily restored to full vigor and strength.

For full particulars get our pamphlets from any drug store in the country, or write us, and we will mail free to any address a full treatise.

Price, CHEROKEE REMEDY, $2 per bottle, or three bottles for $5.

Price, CHEROKEE INJECTION, $2 per bottle, or three bottles for $5.

Sent by express to any address on receipt of price.

Sold by all druggists everywhere.

CHEROKEE CURE! An unfailing cure for Spermatorrhea, Seminal Weakness, Nocturnal Emissions, and all diseases caused by Self-pollution; such as Loss of Memory, Universal Lassitude, Pains in the Back, Dimness of Vision, Premature Old Age, Weak Nerves, Difficulty of Breathing, Trembling, Wakefulness, Eruptions on the Face, Pale Countenance, Insanity, Consumption, and all the direful complaints caused by departing from the path of nature.

This medicine is a simple vegetable extract, and one on which all can rely, as it has been used in our practice for many years, and with thousands treated, it has not failed in a single instance. Its curative powers have been sufficient to gain victory over the most stubborn case.

To those who have trifled with their constitution, until they think themselves beyond the reach of medical aid, we would say, DESPAIR NOT! the CHEROKEE CURE will restore you to health and vigor, and after all quack doctors have failed.

For full particulars, get a Circular from any Drug Store in the country, or write the Proprietors, who will mail free, to any one desiring the same, a full treatise in pamphlet form.

Price, $2 per bottle, or three bottles for $5, and forwarded by Express to all parts of the world.

Sold by all respectable druggists everywhere.

DR. WRIGHT'S REJUVENATING ELIXIR! OR, ESSENCE OF LIFE! Prepared from Pure Vegetable Extracts, containing nothing injurious to the most delicate.

The Rejuvenating Elixir is the result of modern discoveries in the vegetable kingdom; being an entirely new and abstract method of cure, irrespective of all the old and worn-out systems.

This medicine has been tested by the most eminent medical men of the day, and by them pronounced to be one of the greatest medical discoveries of the age.

One bottle will cure General Debility.

A few bottles cure Hysterics in females.

One bottle cures Palpitation of the Heart.

A few doses restore the organs of generation.

From one to three bottles restore the manliness and full vigor of youth.

A few doses restore the appetite.

Three bottles cure the worst case of Impotency.

A few doses cure the low spirited.

One bottle restores mental power.

A few doses bring the rose to the cheek.

This medicine restores to manly vigor and robust health the poor, debilitated, worn-down, and despairing devotee of sensual pleasure.

The listless, enervated youth, the over-tasked man of business, the victim of nervous depression, the individual suffering from general debility, or from weakness of a single organ, will all find immediate and permanent relief by the use of this Elixir or Essence of Life.

Price, $2 per bottle, or three bottles for $5, and forwarded by express, on receipt of money, to any address.

Sold by all druggists everywhere.

CHEROKEE PILLS! SUGAR COATED FEMALE REGULATOR, HEALTH PRESERVER, CERTAIN AND SAFE For the Removal of Obstructions, and the Insurance of Regularity in the Recurrence of the Monthly Periods.

They cure or obviate those numerous diseases that spring from irregularity, by removing the irregularity itself.

They cure Suppressed, Excessive, and Painful Menstruation.

They cure Green Sickness (Chlorosis).

They cure Nervous and Spinal Affections, pains in the back and lower parts of the body, Heaviness, Fatigue on slight exertion, Palpitation of the Heart, Lowness of Spirits, Hysteria, Sick Headache, Giddiness, &c., &c. In a word, by removing the irregularity, they remove the cause and with it all the effects that spring from it.

Composed of simple vegetable extracts, they contain nothing deleterious to any constitution, however delicate, their function being to substitute strength for weakness, which, when properly used, they never fail to do.

They may be safely used at any age, and at any period, EXCEPT DURING THE FIRST THREE MONTHS, during which the unfailing nature of their action would infallibly PREVENT pregnancy.

All letters seeking information or advice will be promptly, freely, and discreetly answered.

Full directions accompany each box.

Price $1 per box, or six boxes for $5.

Sent by mail, free of postage, on receipt of price.

Sold by all respectable Druggists.

The CHEROKEE MEDICINES are sold by all enterprising druggists in the civilized world. Some unprincipled dealers, however, try to sell worthless compounds in place of these—those which they can get at a cheap price, and make more money by selling than they can on the CHEROKEE MEDICINES. As you value your health—aye, the health of your offspring—do not be deceived by such unprincipled druggists. Ask for the CHEROKEE MEDICINES, and take no other.

If the Druggists will not buy them for you, send to us, and we will send them to you by Express. Parties addressing us should state the disease and symptoms, and full particulars in regard to their cases. We treat all diseases of a chronic nature in male or female.

Ladies or gentlemen can address us in perfect confidence, and we will in all cases frankly and freely answer their letters, and give our advice as regards each case.

Patients living at a distance need not hesitate because of their inability to visit us. We have treated successfully patients in all portions of the civilized globe.

Patients addressing us will please write Post Office, County, State, and name of writer, plain, and inclose postage stamp for reply.

We send to any address our 32-page pamphlet free.

Address all letters and orders to DR. W. R. MERWIN & CO., No. 63 LIBERTY STREET, NEW YORK.

Agents for Pennsylvania, DYOTT & CO., No. 232 North SECOND street, Philadelphia. my21-wfm

PENN STEAM ENGINE AND BOILER Works.—NEAFIE & LEVY, Practical and Theoretical Engineers, Machinists, Boiler-makers, Blacksmiths and Founders, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, &c. &c., respectfully offer their services to the public as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and low pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron, Forgings, of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll-turning, Screw-cutting, and all other work connected with the above business.

Drawings and specifications for all work done at this establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dock room for repair of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy and light weights.

JACOB C. NEAFIE, JOHN C. LEVY, ja2-tf BEACH and PALMER Streets.

BRIDESBURG MACHINE WORKS, OFFICE, No. 65 N. FRONT STREET, PHILADELPHIA.

We are prepared to fill orders to any extent for our well-known MACHINERY FOR COTTON AND WOOLEN MILLS, Including all recent improvements in Carding, Spinning, and Weaving. We invite the attention of manufacturers to our extensive works. ja29-tf ALFRED JENKS & SON.

GOLD'S IMPROVED STEAM AND WATER-HEATING APPARATUS, For Warming and Ventilating Public Buildings and Private Residences. Manufactured by the UNION STEAM AND WATER-HEATING COMPANY OF PHILADELPHIA. JAMES P. WOOD, No. 41 S. FOURTH Street. mh29-6m B. M. FELTWELL, Superintendent.

NET CASH DRUG HOUSE. WRIGHT & SIDDALL, No. 119 Market Street BETWEEN FRONT AND SECOND STREETS. C. W. WRIGHT. F. B. SIDDALL.

DRUGGISTS, PHYSICIANS, AND GENERAL STOREKEEPERS, Can find at our establishment a full assortment of Imported and Domestic Drugs, Popular Patent Medicines, Paints, Coal Oil, Window Glass, Prescription Vials, &c., at as low prices as genuine first-class goods can be sold.

FINE ESSENTIAL OILS For Confectioners, in full variety, and of the best quality. Cochineal, Bengal Indigo, Madder, Pot Ash, Cudbear, Soda Ash, Alum, Oil of Vitriol, Annatto, Copperas, Extract of Logwood, &c., FOR DYERS' use, always on hand, at lowest net cash prices.

PURE SPICES FOR FAMILY USE. Ground expressly for our sales, and to which we invite the attention of those in want of reliable articles.

Also, *INDIGO, STARCH, MUSTARD, &c., of extra quality.*

Orders by mail, or city post, will meet with prompt attention, or special quotations will be furnished when requested.

WRIGHT & SIDDALL, Wholesale Drug Warehouse, ja11-1y No. 119 MARKET Street, above Front.

MONEY, TO ANY AMOUNT, loaned upon Diamonds, Watches, Jewelry, Plate, Clothing, &c., at JONES & CO.'S OLD ESTABLISHED LOAN OFFICE, Corner THIRD and GASKILL Streets, Below Lombard. N. B.—DIAMONDS, WATCHES, JEWELRY, GUNS, &c., FOR SALE AT REMARKABLY LOW PRICES. jy14-1m

RAILROAD LINES.

1864. CAMDEN AND ATLANTIC RAILROAD. 1864.
SUMMER ARRANGEMENT. THROUGH IN TWO HOURS!!! Four trains daily to Atlantic City. On and after MONDAY, July 4, trains leave Vine street Ferry as follows:—
Mail, 7·30 A. M.
Freight, with passenger car attached, 9·15 A. M.
Express (through in 2 hours) 2·00 P. M.
Atlantic Accommodation, 4·15 P. M.
Junction Accommodation, 5·30 P. M.
RETURNING LEAVES ATLANTIC,
Accommodation (Atlantic) 5·46 A. M.
Express, 7·08 A. M.
Freight, 11·50 A. M.
Mail, 4·48 P. M.
Junction Accommodation, 6·22 A. M.
Fare to Atlantic, $2·00. Round Trip Tickets (good only for the day and train on which they are issued) $3·00.
EXTRA HADDONFIELD TRAINS.
Leave Vine street 10·15 A. M. and 1·00 P. M.
Leave Haddonfield 1·45 P. M. and 2·45 P. M.
ON SUNDAYS,
Mail train for Atlantic leaves Vine street 7·30 A. M.
Leaves Atlantic 4·48 P. M.
je30-tf JOHN G. BRYANT, Agent.
The bar which was made last year has entirely disappeared, leaving the beach one of the most delightful on the coast.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, WILKESBARRE, WILLIAMSPORT.
SUMMER ARRANGEMENT. ADDITIONAL TRAINS.
On and after MONDAY, June 13, 1864, Passenger Trains will leave the new Depot, THIRD Street, above Thompson street, Philadelphia, daily (Sundays excepted), as follows:—
7 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Williamsport.
9·15 A. M. (Accommodation) for Doylestown.
10·15 A. M. (Accommodation) for Fort Washington.
2 P. M. (Accommodation) for Doylestown.
3·45 P. M. (Express) for Bethlehem, Easton, &c.
4·15 P. M. (Mail) for Doylestown.
5·15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.
6·15 P. M. (Accommodation) for Lansdale.
11 P. M. (Accommodation) for Fort Washington.
TRAINS FOR PHILADELPHIA
Leave Bethlehem at 6·30 A. M., 9·30 A. M., and 6·07 P. M.
Doylestown at 6·40 A. M., 3·45 P. M., and 7 P. M.
Lansdale at 6 A. M.
Fort Washington at 11·25 A. M. and 2 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No. 113 S. THIRD Street.
je13 ELLIS CLARK, Agent.

PHILADELPHIA AND TRENTON AND CAMDEN AND AMBOY RAILROAD COMPANIES.
NOTICE.
On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensington Depot, Philadelphia, at 3·12 A. M. (Night), and 2·30 P. M., and the trains leaving New York at 8 A. M. and 7·30 P. M., will hereafter be run exclusively for the United States Mails and New York and Washington Passengers, and will not take in nor let out any passengers between said cities.
The 10 A. M. and 12 Midnight Lines from New York to Washington, and the 3·12 A. M. and 5 P. M. Lines from Washington to New York, will continue as at present, and carry passengers to and from the intermediate stations and Baltimore, Washington, and New York.
ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.
Lines leave Philadelphia, from Kensington Depot, at 11·15 A. M., 4·30 and 6·45 P. M. and 12·00 midnight, and from Walnut Street Wharf (via Camden), at 6 and 8 A. M., 12 M., 2 and 6 P. M., for New York.
And leave New York, from foot of Courtlandt street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and 12 midnight, and from foot of Barclay street at 6 A. M. and 2 P. M.
ja5-tf WM. A. GATZMER, Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after SUNDAY, June 19, 1864,
Passenger trains leave Philadelphia for
Baltimore at 4·20 (Express, Mondays excepted), 8·05 A. M., 12 M., 2·20 and 10·30 P. M.
Chester at 8·05, 11·15 A. M., 1·20, 2·20, 4·30, 6·00 and 11·00 P. M.
Wilmington at 4·20 (Mondays excepted), 8·05, 11·15 A. M., 1·20, 2·20, 4·30, 6·00 10·30 and 11·00 P. M.
New Castle at 8·05 A. M. and 4·30 P. M.
Dover at 8·05 A. M. and 4·30 P. M.
Milford at 8·05 A. M.
Salisbury at 8·05 A. M.
TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8·45, 9·40 A. M. (Express), 1·15, 4·55 and 10·25 P. M.
Wilmington at 1·48, 8·45, 9 A. M., 12·24, 1, 1·45, 4·00, 6·32, 7·36 and 9·10 P. M.
Salisbury at 1·00 P. M.
Milford at 3·30 P. M.
Dover at 6·30 A. M. and 4·55 P. M.
New Castle at 8·30 A. M. and 4·55 P. M.
Chester at 7·45, 9·40 A. M., 1·00, 2·33, 4·49, 5·00, 8·16, 9·46 P. M.
Leave Baltimore for Salisbury and intermediate stations at 10·30 P. M.
Leave Baltimore for Dover and intermediate stations at 1·10 P. M.
TRAINS FOR BALTIMORE.
Leave Chester at 8·40 A. M., 3 and 11·35 P. M.
Leave Wilmington at 5·30, 9·25 A. M., 3·35 and 11·46 P. M.
Freight Trains, with Passenger Car attached, will run as follows:—
Leave Wilmington for Perryville and intermediate places at 7·45 P. M.
SUNDAYS.—Only at 4·30 A. M., 10·30 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4·20 A. M., 10·30 and 11·00 P. M.
From Wilmington to Philadelphia at 1·48 A. M. and 7·30 P. M. Only at 10·25 P. M. from Baltimore to Philadelphia.
ja4 H. F. KENNEY, Superintendent.

1864. ARRANGEMENTS OF NEW YORK LINES. 1864.
The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF. Will leave as follows, viz.:—	FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation	$2·25
At 8 A. M., via Camden and Jersey City, Morning Express	3·00
At 8 A. M., via Camden and Jersey City, 2d Class Ticket	2·25
At 12 M., via Camden and Amboy, C. and A. Accommodation	2·25
At 2 P. M., via Camden and Amboy, C. and A. Express	3·00
At 1 P. M., via Camden and Amboy, Accommodation (Freight and Passenger)	1·75
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger), 1st Class Ticket	2·25
2d Class do.	1·50
At 7½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket	2·25
2d Class do.	1·50

For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, 5 P. M.
For Mount Holly, Evansville, and Pemberton, at 6 A. M., 2 and 5 P. M.
For Freehold at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3·30, 5 and 6 P. M. The 3·30 and 5 P. M. lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly and Burlington at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale and Tacony, at 9·30 A. M. and 3·30 P. M.

LINES FROM KENSINGTON DEPOT Will leave as follows:—	
At 4 A. M., (night) via Kensington and New York, Washington and New York Mail	$2·25
At 11·15 A. M., via Kensington and Jersey City Express	3·00
At 4·30 P. M. via Kensington and Jersey City Express	3·00
At 6·45 P. M. via Kensington and Jersey City, Washington and New York Express	3·00

Sunday lines leave at 4 A. M. and 6·45 P. M.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7·15 A. M. This line connects with the train leaving Easton for Mauch Chunk at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, at 5 P. M.
For Bristol, Trenton, &c., at 7·15 and 11·15 A. M., and 5 P. M.
For Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, at 9 A. M., 5, 5·45 and 8 P. M. The 9 A. M. Line runs to Bristol.
For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street. WM. H. GATZMER, Agent.
June 20, 1864.
LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE
From foot of Courtland street at 12 M. and 4 P. M., via Jersey City and Camden: at 7 and 10 A. M., 6 P. M., and 12 (Night) via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1, North River, at 12 M., 4 and 8 P. M. (Freight and Passengers) via Amboy and Camden.

FREIGHT LINES FOR NEW York and all the stations on the Camden and Amboy and connecting Railroads. INCREASED DESPATCH.
The Camden and Amboy Railroad and Transportation Company's Freight Lines for New York will leave Walnut street wharf, on and after January 8, daily (Sundays excepted), at 4 o'clock P. M.
Returning, the above Lines will leave New York at 1 and 4 P. M.
Freight must be delivered before 3½ P. M. to be forwarded the same day.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 12½ o'clock P. M. Small packages for Mount Holly received up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad. The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods, or no receipt will be given.
Increased facilities having been made for the transportation of LIVE STOCK, drovers are invited to try this route.
When stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the foot of Fortieth street, near the Drove Yards, or at Pier No. 1, North River, as the shippers may designate at the time of the shipment. WALTER FREEMAN, Freight Agent, No. 228 S. Delaware avenue, Philadelphia.
ja5-tf GEO. B. RAYMOND, Freight Agent, Pier No. 1, North River, New York.

READING RAILROAD.
GREAT TRUNK LINE FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS, AND NORTH, NORTHWEST, AND THE CANADAS.
PASSENGER TRAINS
Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING MAIL.
At 8·15 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Reading and Columbia Railroad trains for Ephrata, Lititz, and Columbia, and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS
Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railroad trains for Pittsburg, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.
READING ACCOMMODATION.
Leaves Reading at 6·00 A. M., stopping at all way stations, arriving in Philadelphia at 9·00 A. M.
Returning, leaves Philadelphia at 4·30 P. M.; arrives in Reading at 8·00 P. M.
Trains for Philadelphia leave Harrisburg at 8 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1·00 P. M. Afternoon trains leave Harrisburg at 2 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 7 P. M.
Market trains, with a passenger car attached, leave Philadelphia at 1 P. M., for Reading and all way stations; leave Reading at 11 A. M., and Downingtown at 12·30 P. M., for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 7·30 A. M., and Philadelphia at 3·15 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8·15 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·40 A. M., and 12·45 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 8 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg.
Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 6·30 A. M., passing Reading at 8·45 A. M., and arriving at New York at 1·45 P. M. Sleeping Cars accompany these trains through, between Jersey City and Pittsburg, without change.
Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 A. M. and 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7·15 A. M. and 3·30 P. M., returning from Tamaqua at 8·10 A. M. and 4·35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8·45 A. M. for Pinegrove and Harrisburg, and at 1·20 and 7·10 P. M. for Pinegrove only; returning from Harrisburg at 1·00 P. M., and from Pinegrove at 5·15 A. M., and 4 and 5 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS
Good for 2000 miles, between all points, at $45·35 each, for families and firms.
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and Willow STREETS.
FREIGHT TRAINS
Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

PENNSYLVANIA CENTRAL RAILROAD. 1864.
THE GREAT DOUBLE TRACK SHORT ROUTE TO THE WEST, NORTHWEST, AND SOUTHWEST.
Equipments and facilities for the safe, speedy, and comfortable transportation of passengers, unsurpassed by any route in the country.
Trains leave the Depot at ELEVENTH and MARKET Streets, as follows:—
Mail Train at......7·25 A. M.
Fast Line at......11·15 A. M.
Through Express at......10·30 P. M.
Parkesburg Train, No. 1, at......10·00 A. M.
Parkesburg Train, No. 2, at......1·00 P. M.
Harrisburg Accommodation at......2·30 P. M.
Lancaster Train at......4·00 P. M.
Paoli Accommodation (leaves West Phila.) at......5·00 P. M.
Through Passengers by the Fast Line reach Altoona for supper, where will be found excellent accommodations for the night at the Logan House, and in the morning may take either the Philadelphia or Baltimore Express, each of which makes connections at Pittsburg for all points. A daylight view is thus afforded of the entire line and its magnificent scenery.
The Through Express Train runs daily; all the other trains daily, except Sundays.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri rivers and South and Southwest to all points accessible by railroad. Through Tickets to Cleveland, Detroit, Chicago, St. Paul, Columbus, Indianapolis, St. Louis, Leavenworth, Kansas, Wheeling, Dayton, Cincinnati, Louisville, Cairo, and all other principal points, and baggage checked through.
INDIANA BRANCH RAILROAD.
The Through Express, leaving at 10·30 P. M., connects at Blairsville intersection with a train on this road for Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROAD.
The Through Express train, leaving at 10·30 P. M., connects at Cresson, at 10·45 A. M., with a train on the road for Ebensburg. A train also leaves Cresson for Ebensburg at 8·45 P. M.
HOLLIDAYSBURG BRANCH ROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Altoona with trains for Hollidaysburg at 7·35 P. M. and 8·40 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M. connects at Tyrone with a train for Sandy Ridge and Phillipsburg, and by Bald Eagle Valley Railroad for Port Matilda, Milesburg, and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Huntingdon with a train for Hopewell and Bloody Run at 6·36 A. M.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROADS.
For Sunbury, Williamsport, Lock Haven, Elmira, Rochester, Buffalo, and Niagara Falls, passengers taking the Mail Train at 7·25 A. M., and the Through Express at 10·30 P. M., daily except Sundays, go directly through, without change of cars between Philadelphia and Williamsport.
For YORK, HANOVER, and GETTYSBURG, the trains leaving at 7·25 A. M. and 2·30 P. M., connect at Columbia with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Harrisburg with trains for Carlisle, Chambersburg, and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7·25 A. M. and 2·30 P. M. connect at Downingtown with train on this road to Waynesburg and all intermediate stations.
For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.
COMMUTATION TICKETS.
For 1, 3, 6, 9, or 12 months, at very low rates, for the accommodation of persons living out of town, or located on or near the line of the road.
COUPON TICKETS.
For 26 trips between any two points, at about two cents per mile. These tickets are intended for the use of families traveling frequently, and are of great advantage to persons making occasional trips.
SCHOOL TICKETS.
For one or three months for the use of scholars attending school in the city.
WESTERN EMIGRATION.
An Emigrant Accommodation train leaves No. 137 Dock street daily (Sundays excepted), at 4 o'clock P. M., offering a comfortable mode of travel to families going West, at one-half the usual rate of fare. Particular attention is paid to baggage, for which checks are given, and baggage forwarded by the same train with passengers.
For full information, apply to FRANCIS FUNK, Emigrant Agent, No. 137 DOCK Street.
MANN'S BAGGAGE EXPRESS.
An agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot, Eleventh and Market streets. The traveling public are assured that it is entirely responsible.
FREIGHTS.
By this route freights of all descriptions can be forwarded to and from any points on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa or Missouri, by railroad direct, or to any point on the navigable waters of the West, by steamers from Pittsburg.
The rates of freight to and from any point in the West by the Pennsylvania Central Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company can rely with confidence on its speedy transit.
For freight contracts or shipping directions, apply to or address the Agents of the Company:—
S. B. KINGSTON, Jr., of Philadelphia.
D. A. STEWART, Pittsburg.
CLARK & CO., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 S. William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
WILLIAM BROWN, No. 80 North street, Baltimore, Agent Northern Central Railway.
H. H. HOUSTON, General Freight Agent, Philadelphia.
LEWIS L. HOUPT, General Ticket Agent, Philadelphia.
ENOCH LEWIS, General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, May 16, 1864, until further notice
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 3·10, 3¾, 4, 5, 5¾, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7·30, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11, and 12 P. M.
The 8·20 down, and the 3¾ and 5¾ trains up, do not stop on the Germantown Branch.
CHESNUT HILL RAILROAD.
Leave Philadelphia, 6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill, 7·10, 8, 9·40, 11·40 A. M.; 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8·35, 11·05 A. M.; 1½, 3, 4¾, 5½, 6¼, 8·05 and 11½ P. M.
Leave Norristown, 5½, 7, 7·50, 9 and 11 A. M.; 1½, 4½, 6¾ and 9 P. M.
The 5½ train up will stop at Wissahickon, Manayunk, and Conshohocken only.
FOR MANAYUNK.
Leave Philadelphia, 6, 8·35, 11·05 A. M., 1½, 3, 4¾, 5½, 6¾, 8·05 and 11½ P. M.
Leave Manayunk, 6¼, 7½, 8·20, 9½, 11½ A. M., 2, 5, 7, and 9½ P. M.
H. K. SMITH, General Superintendent,
my31 Depot, NINTH and GREEN Streets.

WEST JERSEY RAILROAD LINES.—Commencing MONDAY, June 20, 1864, from WALNUT Street Wharf.
FOR CAPE MAY,
At 6 and 10 A. M. and at 4·30 P. M.
For Salem and Bridgeton, at 9 A. M. and 4 P. M.
For Glassboro, at 6, 9, and 10 A. M. and 4 and 4·30 P. M.
For Woodbury, Gloucester, &c., at 6 and 9 A. M., 12 M., 4 and 6 P. M.
RETURNING TRAINS LEAVE
Cape May at 6 and 11·45 A. M., and 5·10 P. M.
Millville at 7·40 A. M., and 1·52 and 6·50 P. M.
Salem at 6 A. M. and 1·15 P. M.
Bridgeton at 6·15 A. M., 1·30 P. M.
Glassboro at 7·10 and 8·35 A. M., 2·25, 3·00 and 7·50 P. M.
Woodbury at 7, 7·40 and 8·54 A. M., and 2·50, 3·29, 5·05 and 8·12 P. M.

THE WEST JERSEY EXPRESS COMPANY, Office No. 5 WALNUT Street, will call for and deliver Baggage, and attend to all the usual branches of Express business. *Heavy Articles* taken by 6 A. M. lines on and must be sent to the office the evening previous. Perishable articles by this line must be sent before 5½ A. M. A special messenger accompanies each train.
my31 J. VAN RENSSELAER, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the Trains will leave as follows:—
Leave Philadelphia, from the Depot, corner of THIRTY-FIRST and MARKET Streets, 8 A. M., 11·05 A. M., 2·30 P. M., 4·30 P. M., 6·45 P. M.
Philadelphia Depot changed from EIGHTEENTH and MARKET Streets, to THIRTY-FIRST and MARKET Streets.
Leave West Chester, from the Depot, on East MARKET Street, 6·20 A. M., 7·45 A. M., 11 A. M., 2 P. M., 4·45 P. M.
The cars of the West Philadelphia Passenger Railway Company (Market street) will convey Passengers to and from the Philadelphia Depot.
ON SUNDAYS.
Leave Philadelphia at 8·30 A. M. and 2·30 P. M.
Leave West Chester at 7·55 A. M. and 4·30 P. M.
Trains leaving Philadelphia at 8 A. M. and 4·30 P. M. and West Chester at 7·45 A. M. and 4·45 P. M., connect with trains on the Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.
ja4-tf HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD. 1864.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.
It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium (195 miles), on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Mail Train leaves......8·00 A. M.
Express Train leaves......10·30 P. M.
Cars run through WITHOUT CHANGE both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.
Elegant Sleeping Cars on the Express Train both ways.
For information respecting Passenger business, apply at the S. E. corner of Eleventh and Market streets.
And for Freight business, of the Company's Agents:—S. B. Kingston, Jr., corner Sixteenth and Market streets, Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent, N. C. R. R., Baltimore.
H. H. HOUSTON, General Freight Agent, Philadelphia.
LEWIS L. HOUPT, General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
ja4-tf General Manager, Williamsport.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT. On and after FRIDAY, April 1, 1864, the trains will leave as follows:—

LEAVE EASTWARD. STATIONS.	A. M.	P. M.	LEAVE WESTWARD. STATIONS.	A. M.	P. M.
Oxford	5·30	3·25	Philadelphia	8·00	4
West Grove	6·47	3·52	West Chester	7·45	4
Avondale	7·05	4·21	W. C. Junction	9·08	
Kennett	7·20	4·17	Concord	9·23	
Chadd's Ford	7·42	4·41	Chadd's Ford	9·41	
Concord	8·00	5·09	Kennett	10·05	
W. C. Junction	8·15	5·15	Avondale	10·21	
Philadelphia	9·22	6·36	West Grove	10·29	
West Chester	9·39	6·10	Oxford	10·56	

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets, to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.
Passengers go through without change of cars.
ja4 HENRY WOOD, Superintendent.

SALEM RAILROAD COMPANY.—Running time of Trains, commencing FRIDAY, January 1, 1864:—
From Walnut Street Wharf at 9 A. M., 5 and 4 P. M.; freight 12 M. Returning, leave Salem at 1 A. M., 6 A. M., 1·40 P. M. Freight daily each way. Apply to MORTON MILLS, Agent, Second Covered Pier above WALNUT Street. S. DELAWARE Avenue.
ja4-tf J. VAN RENSSELAER, Superintendent.

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown (Cork Harbor).—The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—
ETNA, Saturday, July 23d.
EDINBURGH, Saturday, July 30th.
CITY OF WASHINGTON, Saturday, August 6th.
And every succeeding Saturday, at noon, from Pier No. 44 North River.
RATES OF PASSAGE
Payable in Gold, or its equivalent in Currency:—
First Cabin......$80·00 Steerage......$30·00
First Cabin to London 85·00 Steerage to London......34·00
First Cabin to Paris......95·00 Steerage to Paris......40·00
First Cabin to Hamburg 90·00 Steerage to Hamburg......37·00
Passengers are also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown:—First Cabin, $75, $85, $105. Steerage from Liverpool and Queenstown, $35. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices.
JOHN G. DALE, Agent, No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steam-Ship Line, sailing from each port on SATURDAYS, from first Wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE Street, on Saturday, July 16, 1864.
The steamship NORMAN, Baker, will sail from Philadelphia for Boston, on Saturday, July 23, at 10 o'clock A. M.; and the steamship SAXON, Matthews, from Boston for Philadelphia, on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurances effected at one-half the premium charged on sail vessels.
Freights taken at fair rates.
Shippers are requested to send Slip Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to HENRY WINSOR & CO.,
ja4-tf No. 332 S. DELAWARE Avenue.

FOR CALIFORNIA VIA PANAMA Railroad.—The elegant new steamship GOLDEN RULE, will leave ON WEDNESDAY, July 27, at noon.
Lowest rates of passage through from Philadelphia to San Francisco.
Apply to W. A. HAMILL, Agent,
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FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M. and 5 o'clock P. M., from third pier above Walnut street.
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